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Taylor & Patton Co., buyers and shippers.*
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Board of Trade Members.
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Goeman Grain Co., grain buyers.*

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Scruggs-Robinson Co., brokers & com. merchants.
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Stacks & Kellogg, grain merchants.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Brown Grain Co., grain commission.*
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Davies & Co., F. M., grain commission.*
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Gould Grain Co., grain merchants.
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Kern, C. E., grain broker.
Merriam Commission Co., consignments.
Omaha Elevator Co., receivers, shippers.*
Thresher, E. R., grain broker.
United Grain Co., grain commission.
Undike Grain Co., grain commission.
Weekes Grain Co., receivers and shippers of grain.

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Bowman & Co., Geo. L., grain commission.

PEORIA—CONTINUED.

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Grier & Co., T. A., grain commission.*
Miles, P. B. & C. C., grain commission.*
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Seavey & Clark, grain, hay & millfeed.*
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Rundell & Co., W. A., grain and seeds.*
Southworth & Co., grain and seeds.*
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Zahn & Co., J. F., grain, seeds.*

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Derby Grain Co., grain dealers.

TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

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Harold Grain Co., J. R., milling wheat.
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Kelly Grain Co., Edward, consignments.
Kemper Grain Co., The, receivers and shippers.
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McCullough Grain Co., consignments.*
Norris Grain Co., grain exporters.
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Grain Commission
Kansas City, Mo.
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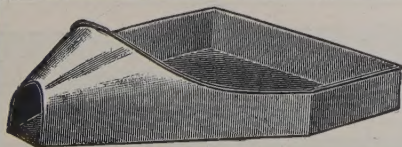
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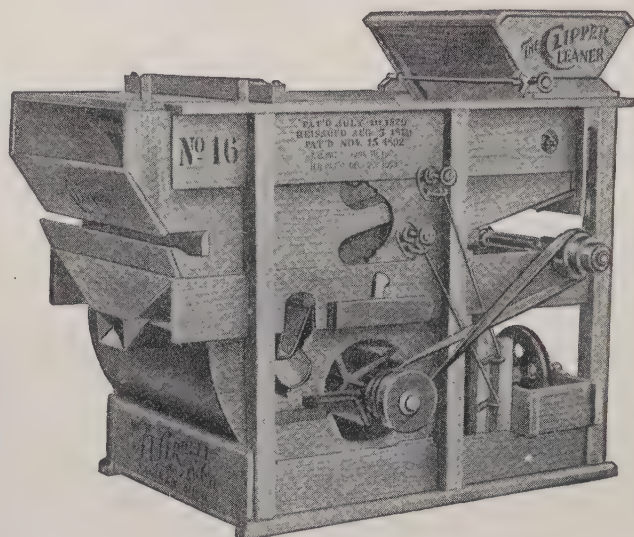
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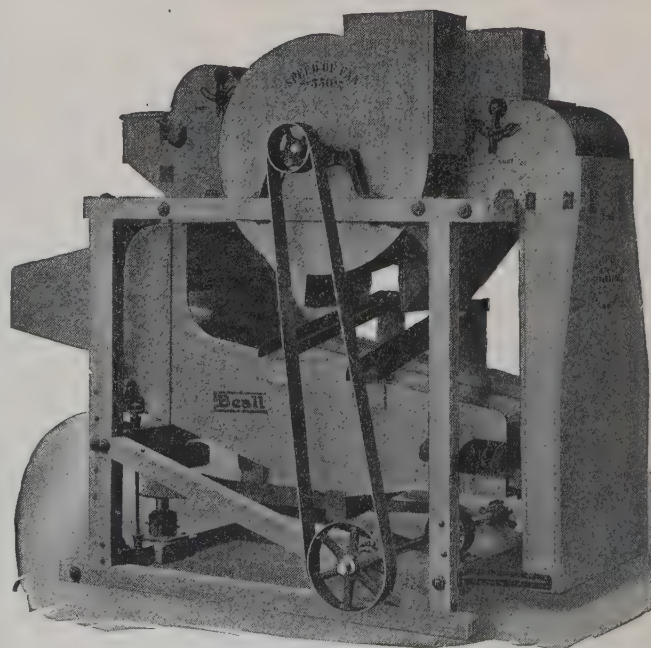
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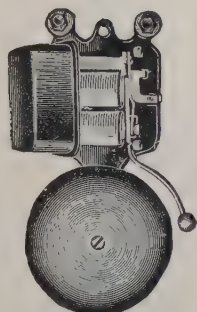
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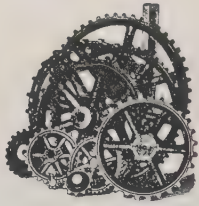
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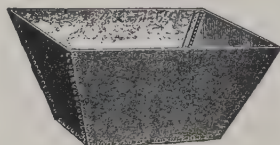
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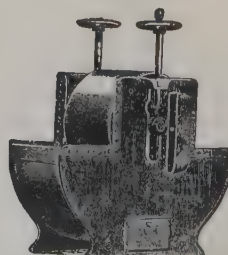
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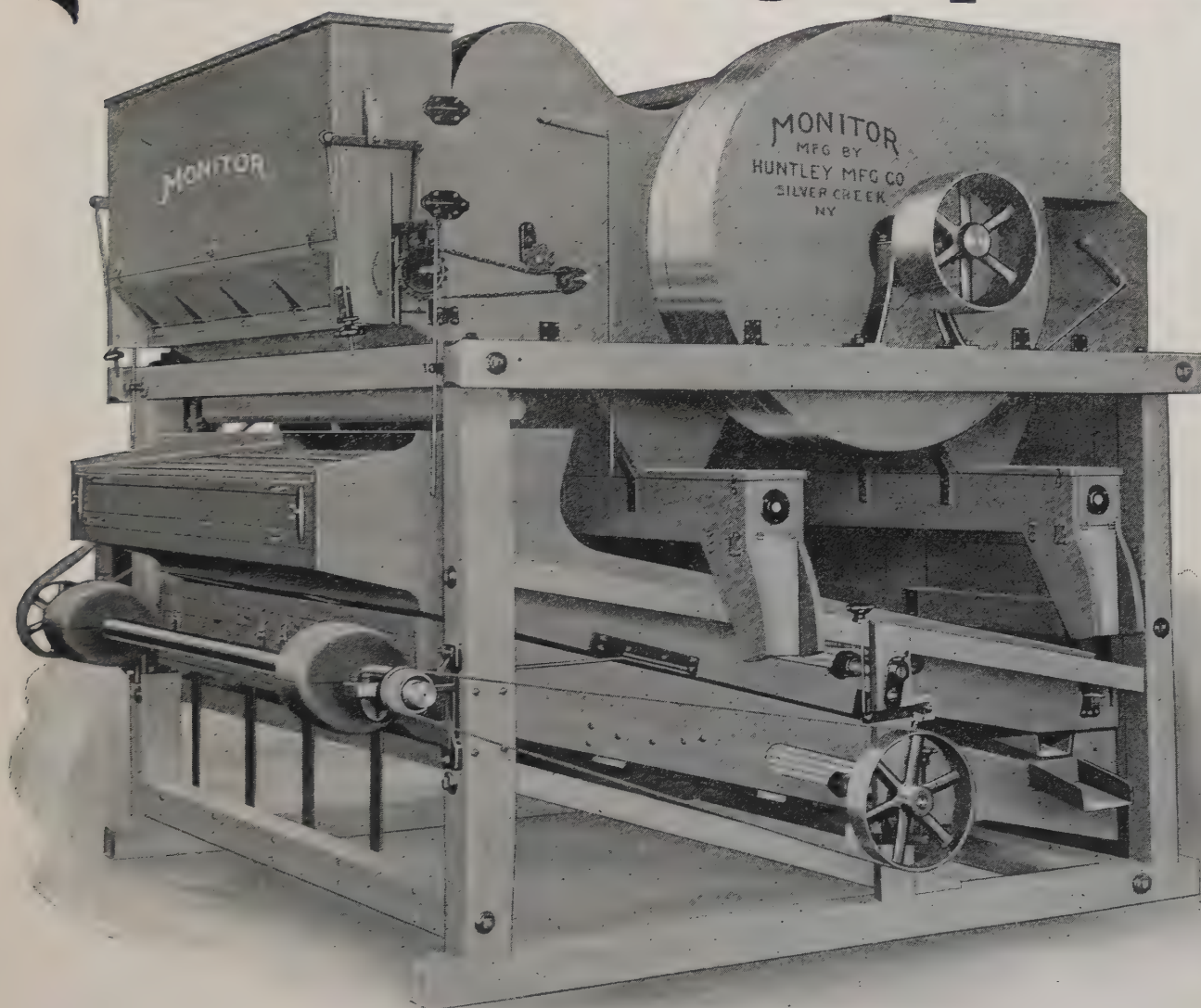
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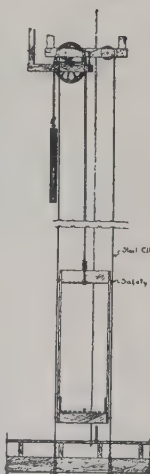
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Power Pumps, Pipe,
Valves and Fittings

We stock

Western Shellers & Cleaners

MIDEKE SUPPLY CO.

OKLAHOMA CITY,

OKLAHOMA

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+ FUMA =



Live weevil plus a little Fuma equals
dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

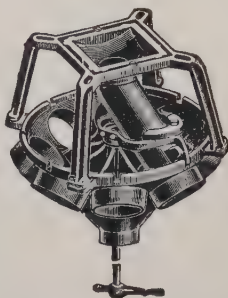
Send for printed matter.

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**THE HALL SPECIAL
Elevator Leg**

Double the capacity of an ordinary leg with one-tenth the labor. No mixing grain. No choking belts. No danger of fires. They last forever. They are marvels of simplicity. Send for catalogues.



The Hall Signaling Grain Distributor

The average man thinks a sheet metal spout for distributing grain that costs less than a cast metal Distributor is saving him money. The engineer knows better. Many baffling problems in distribution were solved by the advent of the Hall Signaling Distributor. Few things have been so successful from the start. You cannot realize all this until you have one.

HALL Distributor Company, 222 Ramge Bldg., Omaha, Nebr.

**Car
Order
Blanks**

FORM 222 C. O.

So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

**Grain Dealers
Journal,**

315 So. La Salle St.
CHICAGO, ILL.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

The GERBER

**PATENT FLEXIBLE CHAIN
TELESCOPE CAR LOADING
SPOUT**



is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of metal almost equal to saw blade. Noteswivel joint at S.

**IMPROVED DISTRIBUTING
SPOUTS**

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world wide reputation.



Don't accept those "Almost as good."
For satisfaction, get the genuine, made by

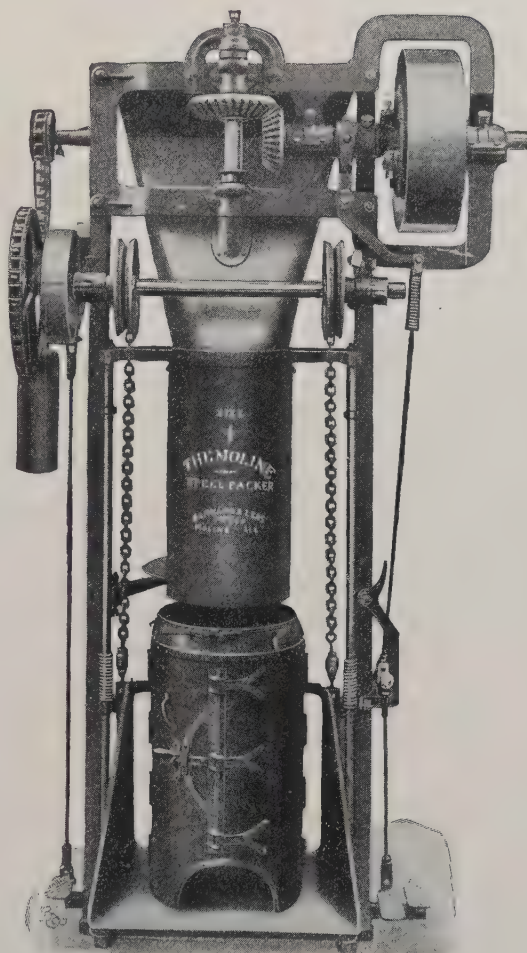
J. J. GERBER
MINNEAPOLIS, - - MINNESOTA



Moline Steel Packer



*A Packer that
will do the
heaviest work
and stand
any strain.*



*Built entirely
of iron and
steel.*

Bearings are ring-oiling and are contained in a heavy iron frame.

The driving clutch is of the expansion type, making a very powerful drive and one that releases instantly and with certainty.

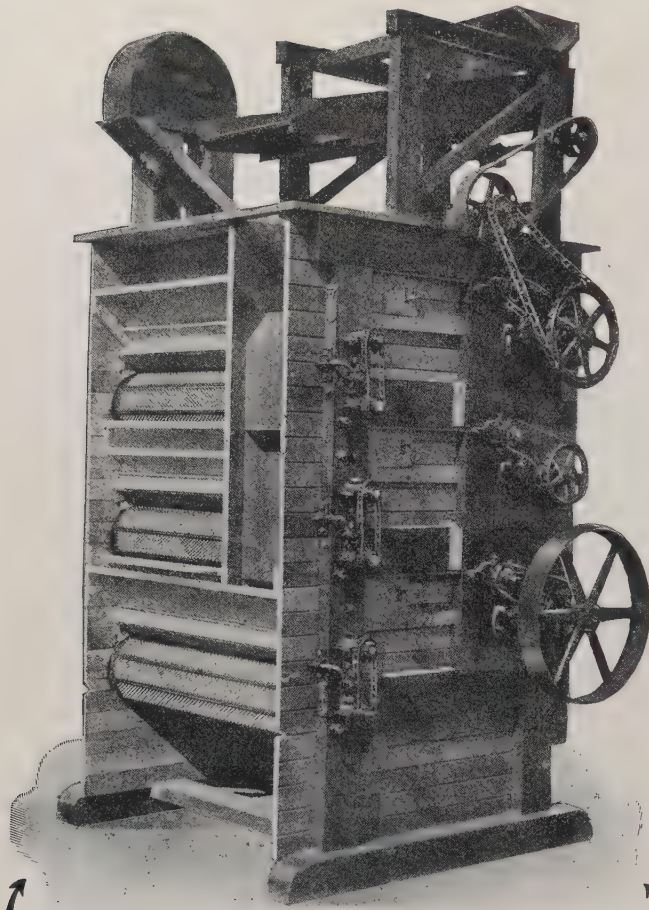
The carriage is open and the levers are reversible so that the machine can be operated either from the front or rear.

GIVE IT A TRIAL

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Kansas, Oklahoma and Texas elevator men; you men that will soon have a large crop of wheat to handle are your elevators properly equipped to separate your wheat from wild oats? The sooner you install a

RICHARDSON Oat Separator

the quicker will your profits increase. This is the end you wish to accomplish, isn't it?

We have hundreds of other letters like the following from your territory. Is this not convincing proof that **The Richardson** reigns supreme?

GENTLEMEN: Our Richardson oat separator is giving us excellent results. It does exactly what you claim for it, and is the only machine we have ever seen that will do this work thoroughly with one operation. We do not see how we could possibly get along without it.

Yours truly,
Sherman, Texas PITTMAN & HARRISON

Write today for illustrated catalog

Grain Separator Co.
Sparta, Wis. Winnipeg, Can. P. O. Box 726

Every Time You Paint a Roof You Repair It!

If you knew you would have to spend \$180.00 every few years to repair your roof to preserve it and make the guarantee good, would you buy it? Painting is repairing, and it will cost \$180.00 at the very lowest price to paint every 100 squares of roofing twice.

Add the cost of painting or gravelling to the original cost of even a cheap roofing for ten years and it will make the cost-per-year of service much higher than the price of

J-M ASBESTOS ROOFING



J-M Asbestos Roofing is a little higher-priced at the beginning than ordinary roofings—but its *first* cost is the last cost. It never needs paint, gravel or other protection. So it saves money in the long run. In service on hundreds of buildings for more than 25 years without costing a cent for maintenance.

Made of Asbestos (rock) and Trinidad Lake Asphalt—both minerals. Literally a flexible stone roofing. Gives excellent fire protection. And is not affected by heat, cold, salt air or acid fumes.

J-M Roofing Cleats, packed in each roll, make joints absolutely watertight and do away with unsightly black cement.

Furnished in ready-to-lay and built-up form. Suitable for all types of buildings.

We are also prepared to furnish J-M Regal Roofing, which, although low in price, is the highest grade rubber roofing on the market.

Sold direct if your dealer can't supply you. Write our nearest branch for specimen of Asbestos Rock and Catalog.

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The Grain Man's Home



**Reserve Your Room Now
for Convention June 24-25**

Hotel English

Indianapolis, Indiana
(Opposite Board of Trade)

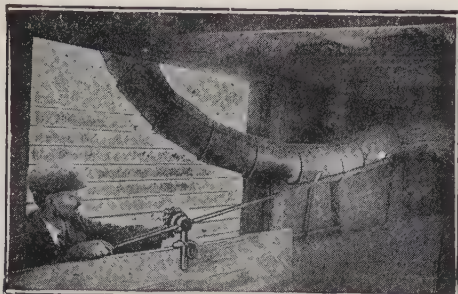
Claim Losses Prevented

by **TYDEN SELF-LOCKING CAR SEALS** bearing your name and consecutive numbers. Thousands of shippers use them.

Write for Samples and Prices

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The Englehart Flexible Spout Holder and Carloader

Saves Time, Labor, Health and Money. What more? And every Elevator can easily afford one, and should have one. Guaranteed for one year, and will no doubt last a lifetime. Saves the time and labor of climbing into car to tie up spout and shoveling in the poisonous dust while loading. Hundreds in use in 18 different states

Lowest prices on Flexible Spouts, Automatic Hopper Tallies and Racine Separators, and all Supplies

L. E. TAYLOR & COMPANY,
Flour Exchange, Minneapolis Minn.

BOWSHER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

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Contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9x11 inches. Printed on good paper. Order Form No. 73

PRICE \$1.00

GRAIN DEALERS JOURNAL
315 So. La Salle St., Chicago, Ill.

FOUR THINGS

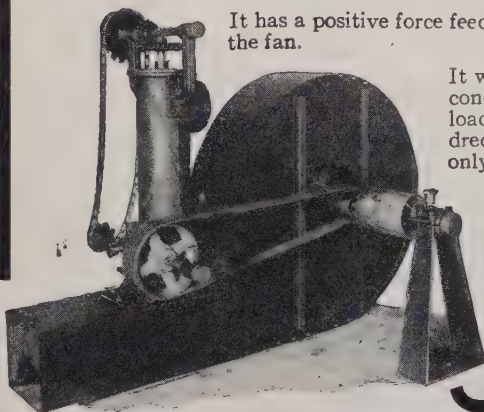
the advertiser considers before an advertisement is placed:

CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

If you want the best machine for handling grain in any condition, look over the

Bernert Pneumatic Conveyor



It has a positive force feed, that can be used anywhere ahead of the fan.

It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars, just as effectually, several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles. It will trim the largest boat to the fullest capacity, quickly and effectually. It will deliver the material where desired. For more information, write for catalog No. 5 to

BERNERT MFG. CO.

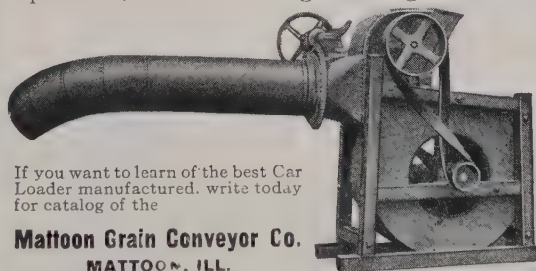
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Milwaukee, Wis.

Grain is actually improved by its passage through a

MATTOON CAR LOADER AND GRAIN CLEANER

The grain being carried by a regulated air force, naturally the lighter matter such as chaff, dust and straw would be carried out by the spent air, and the clean grain lodge in the car.



If you want to learn of the best Car Loader manufactured, write today for catalog of the

Mattoon Grain Conveyor Co.
MATTOON, ILL.

Grain also traveling in a cool air current would naturally become cooled.

The loading spout continuously traveling in a semi-circle means an even distribution and perfect stirring of grain.

These facts, and that the Mattoon loads any car to full capacity without milling or cracking the grain, assures a PERFECT CAR LOADER.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

GRAIN ELEVATOR EQUIPMENT

We Stock and Manufacture a Complete Line of Equipment for

GRAIN ELEVATORS

PROMPT SHIPMENTS GUARANTEED

Write for Catalog and Prices.

The Manitoba Bridge and Iron Works, Ltd.

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THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

Clark's Decimal Grain Values

SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance and with the simple addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel, and reduces pounds to bushels on the same page.

The values are shown directly from the pounds, without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 35 printed on 80 pound book paper bound in art canvas. Price \$5.00.

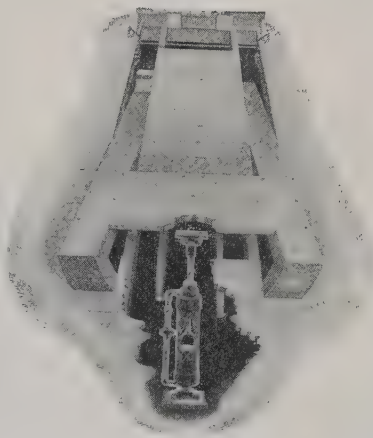
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La Salle Street

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A Dump Controller Without a Fault

One of the most noticeable features in a Grain Elevator is, the manner in which the wagons are dumped.

The McMillin Dump Controller is simple and durable in construction, works automatically and is self-lubricating. It would take too much space here to tell you of its many good points, but we'll gladly send you descriptive literature upon request.

McMillin Elevators

If you contemplate the building of a new elevator or the remodeling of your old one you will make no mistake in consulting me before letting the contract. Quality elevators is my specialty.

L. J. McMillin Board of Trade
INDIANAPOLIS, IND.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, **CRUSHERS**, **SHELLERS** and **MILLS** **CONVEYORS** and **ELEVATORS**, **CHAIN BELT** and **SPROCKET WHEELS**, **OAT MEAL** and **PEARLED BARLEY MACHINERY**, **HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
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Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

GRAIN DEALERS JOURNAL

La Salle Street

CHICAGO, ILL.

UNION IRON WORKS, Decatur, Ill.

RESULTS COUNT

That's why we suggest buying

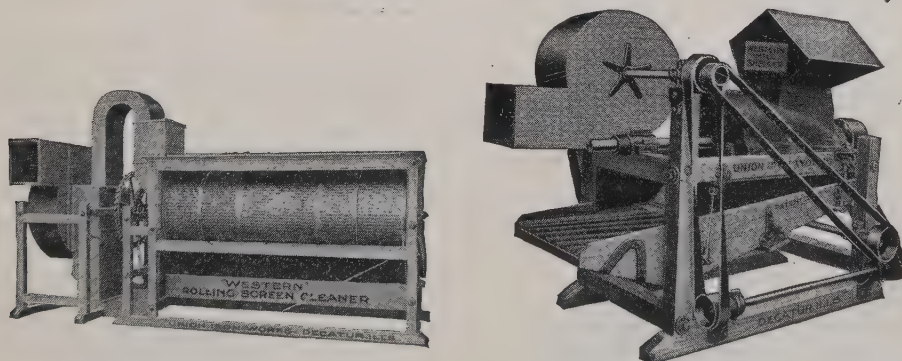
The WESTERN Line



"Western" Pitless Sheller

"Western" Warehouse Sheller

"Western" Gyrating Cleaner



"Western" Rolling Screen Cleaner

"Western" Mill Sheller

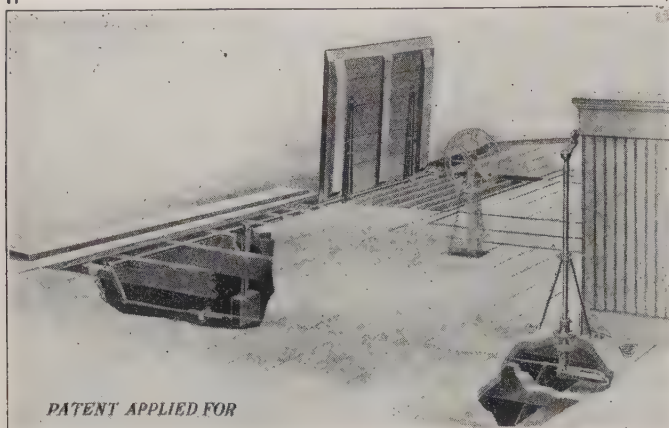
Recognized by leading elevator operators all over the country for giving Perfect Satisfaction. "WESTERN" machinery is an investment not a luxury. Their use means extra profits at the end of the year.

If you contemplate the remodeling or building of an elevator better write for our book, "Everything from Pit to Cupola"—it's free, or better still, ask us to send a representative to figure with you.

A complete stock of "WESTERN" Shellers and Cleaners is carried at 1221-1223 Union Avenue, Kansas City, Mo.

UNION IRON WORKS, Decatur, Ill.

ATTACH THE "B.-W." DUMP DOOR OPERATOR TO DUMP DOOR YOU NOW USE AND NOTE THE OPERATING EASE



PATENT APPLIED FOR

The door is perfectly counterbalanced, thus doing away with heavy work connected with opening. A turn of the handle opens the door.

The handle may be placed next to scale beam thereby saving steps and time.

Door locks when closed, will not open unless handle is turned.

Order now and install before the busy season.

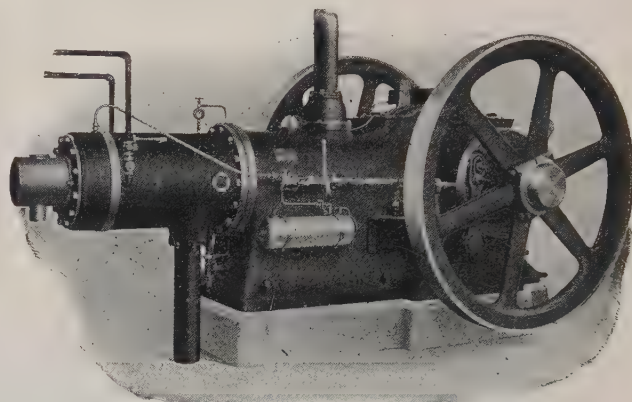
Send for descriptive circular today

BARSTOW-WARNER CO., MFRS.
1234 Central Avenue Minneapolis, Minn.

CERTAINLY, YOU HAVE HEARD ABOUT THE "MUNCIE OIL ENGINE"

The Ideal, LOW COST POWER UNIT, USES LOWEST GRADES OF CRUDE OIL OR FUEL OIL COSTING TWO TO THREE CENTS PER GALLON AT REFINERIES. You can run a fifty H. P. Muncie for 20 to 25c per hour full load.

CHEAPER than any other power, better than steam, steady as electric power, quick started, always ready for business, carries ample overload, liberal proportions. Approved by underwriters and sold on POSITIVE GUARANTEE. Thousands in use. Mill owners everywhere specify THE MUNCIE. Write for full particulars of saving we can make you. State size needed and will send you latest catalogues of full line.



Type "C". Sizes 40, 50, 60, 75 and 100 H. P.

Muncie Oil Engine Co.

54 Ohio, Corner Railroad Muncie, Ind., U. S. A.



**DONT PAY TWO PRICES
for a Friction Clutch**

Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.

Decatur Fdy. Furnace & Machine Co., Dept. D, Decatur, Ind

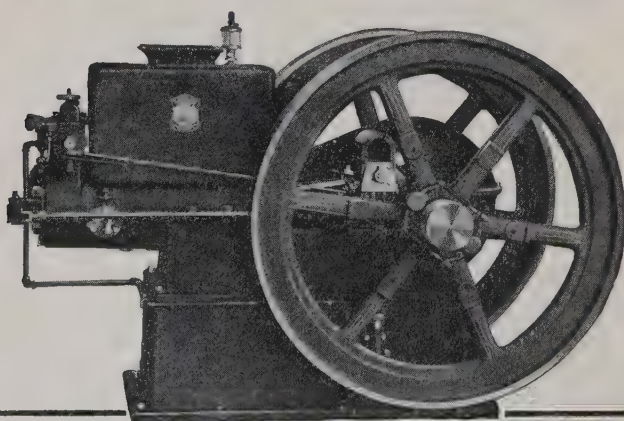
VEST POCKET GRAIN TABLES

Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 61 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

These tables are bound in heavy manilla and form a thin book 2½-in. wide by 8½-in. long. Price 50 Cts. Address
GRAIN DEALERS JOURNAL,

315 So. La Salle Street, CHICAGO, ILLINOIS



Don't Economize on Price When Reliability Is at Stake

You may be able to buy an Engine that is cheaper than the Lauson Frost King but the reliability won't be there.

It won't have that Lasting Economy of Operation—that Ability to to stay on the job 365 days in the year and 24 hours a day that characterizes every Lauson engine.

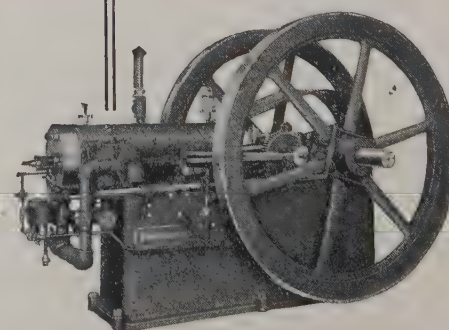
There is a reason behind Lauson Reliability and Low Cost of Up-keep, namely: Design, Material and Workmanship. It is a question of better Quality, perhaps not noticeable at first, yet Quality that shows in Years of Extra Service. It is Worth the Difference.

Lauson Kerosene and Distillate Engines are built in sizes from 6 to 100 H. P., hopper or tank cooled. Gasoline Engines in all sizes.

Write for our large Catalog. The closer you investigate the Lauson, the surer you are to buy one.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

Fairbanks-Morse Quick-Start Oil Engines for Elevator Service



Sizes
5 to 80
h. p.
Other
types
to
200 h. p.

Use Low Price Fuels

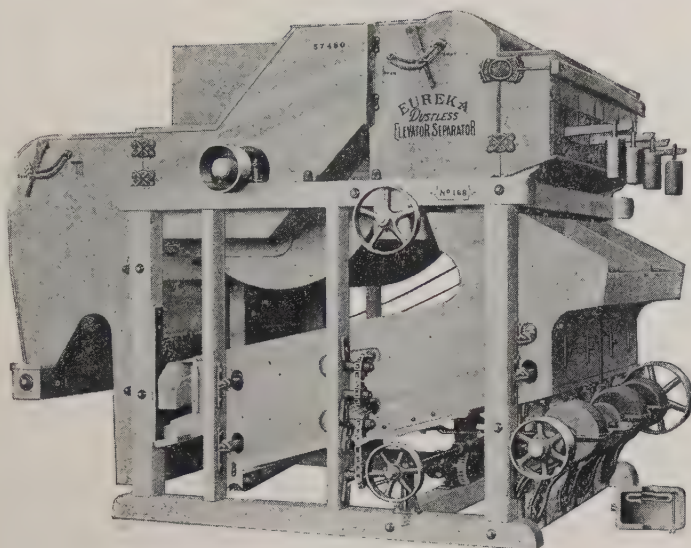
Operate Equally Well on Kerosene,
Gasoline or Low Grade Distillate.

Write for Catalog 12K550

Fairbanks, Morse & Co.

Chicago St. Louis New York Kansas City Omaha St. Paul Indianapolis

Eureka Grain Cleaners



Eureka grain cleaners are
Universally popular and
Recommended by practical men
Everywhere.
Keep abreast of the times by
Adopting these fine machines.

If you are interested in modern equipment of higher efficiency and better economy ask one of our traveling men to call.

Catalog mailed free.

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THE S. HOWES COMPANY
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Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

THE MILL OF GREATEST ECONOMY AND EFFICIENCY

The "Monarch" Ball Bearing Attrition Mill

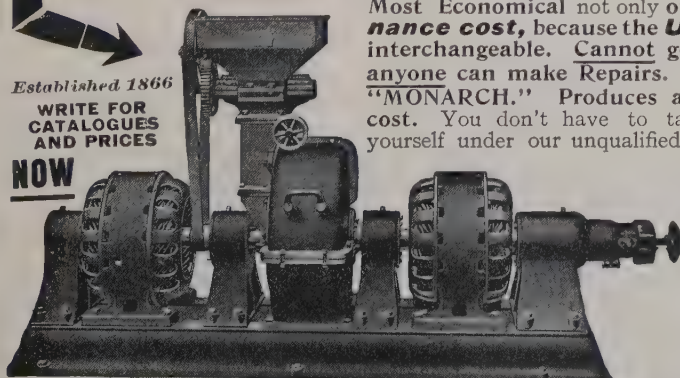
Supplied for Direct Electric Motor or Belt Drives

Most economical in operation because it requires 25% to 50% less power than Babbitt or a Brass Bearing Mill. It is lubricated by means of compression Grease Cups, eliminating the use of Oil, cutting down the cost of operation and thus raising the standard of cleanliness.

Most Economical not only on account of the Saving in power, but also in **maintenance cost**, because the **Up-keep expense is practically nothing**. All parts interchangeable. **Cannot** get out of tram and is so **Simple in Construction** that anyone can make **Repairs**. You never lose time or run up big **Repair Bills** with a "MONARCH." Produces a better quality and larger quantity of work at less cost. You don't have to take any man's word about the "MONARCH." Satisfy yourself under our unqualified guarantee.

Established 1866
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Ask us for details on the "Monarch"
 Ear Corn and Cob Crusher.

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"MONARCH" BALL BEARING DIRECT CONNECTED MOTOR DRIVEN ATTRITION MILL
 WESTERN OFFICE

Sales Dept. A

CHICAGO

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We manufacture the largest, most improved and most complete line of machinery and supplies for Flour and Feed Mills, Grain Elevators, etc., in the world.

Please send me detailed information about your wonderful "Monarch" Ball Bearing Attrition Mill.

Name

Town.....State.....

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

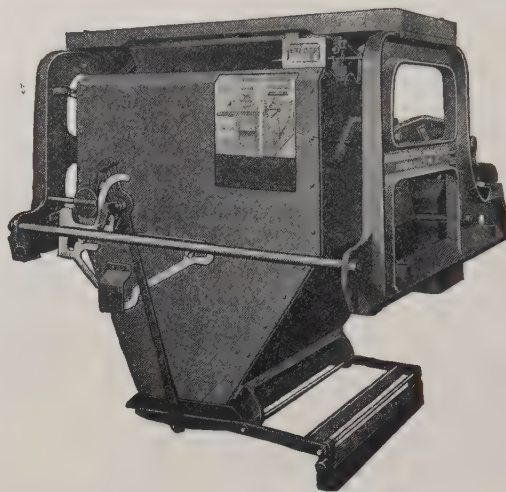
Write us for Catalog and Prices
on anything you need.

The
Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,
Richardson Automatic Scales,
Knickerbocker Dust Collectors

No One Would Throw Away Dollars



But aren't you doing it when you ship grain without weighing it **ACCURATELY**? Weighing grain accurately before you ship it, is the secret of being able to collect for shortages and when you use a

Richardson Automatic Scale

for shipping you **WILL** be weighing your grain accurately, so won't have any difficulty in collecting for shortages.

You've decided to buy one some day, perhaps you think of buying one tomorrow—but tomorrow never comes, so your profits don't increase as they should.

BUY A RICHARDSON TODAY

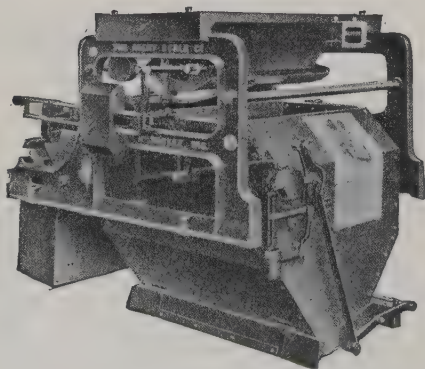
Write, wire or phone our nearest office

Richardson Scale Co.

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P. O. Box 305, Dept. G., Omaha, Neb. Dallas, Texas
Atlanta, Ga. Buffalo, N. Y. Passaic, N. J.

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Do Farmer and Buyer Gain by Your Weighing Methods??



Your weight records

if Avery made—are accepted by railroads, corporations and the government. Such is the Avery's established reputation for time-proof accuracy. That would mean a good deal to you if you'd ever have to present claims for grain lost in transit.

WEIGHING grain by hand is the costliest of all methods. It puts a big slice of **your** profits into your customers' pockets.

Mistakes are inevitable—no weighman can avoid making some. And each one means a **loss** to you. Time and again you will pay for more grain than you actually receive—or ship more than the order calls for. Both the farmer and the buyer **do** get the best of you—if your grain is weighed by hand. What you need to bring your grain-handling up to **100 per cent efficiency** is an

Avery Automatic Grain Scale

that **can't** make mistakes and that will weigh your grain in one-third the time now required.

Just put it up to us to prove to you that an Avery will **pay you a profit** right from the start.

Send for literature today.

EVERY SCALE COMPANY, N. Milwaukee, Wis.

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310 Merchants Exchange, St. Louis
1600 U. S. Express Bldg., New York City
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426 Board of Trade, Indianapolis, Ind.
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"International Feeds Fill International Needs"

Save Money by Ordering NOW!

Prices on International Feeds for June and July shipment are *now* at the lowest for the season. International dealers have *always* saved money by ordering for June and July shipment for Fall and Winter needs. This year will prove no exception. Present prices are guaranteed against decline at date of shipment.

Why not take advantage of our present low prices by soliciting orders from your customers for June and July shipment? It will save money for your customers and make money for you.

International Feeds

Here's the complete list. Read it over:

Dan Patch Special Horse Feed—A World's Champion Horse Feed formulated and endorsed by Mr. M. W. Savage, owner of the World's Champion Pacing Horse, Dan Patch 1:55.

International Special Dairy Feed—A ready ration for dairy use. Costs less than ordinary grain feed. You cannot buy a better milk-producing ration than International Special Dairy Feed.

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International Poultry Feed—A scientific blending of wheat, corn, oats, barley, Kafir-corn, sunflower seed. Increases egg production and keeps fowls in healthy condition.

International Chick Feed—The best feed ever put up for chicks. A sure seller—a sure repeater.

International Calf Meal—A complete and cheap substitute for milk. Grows calves at a low cost without milk.

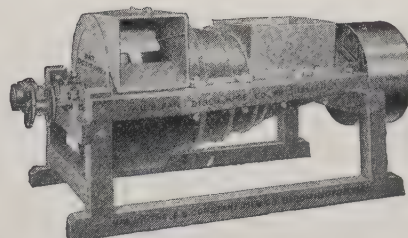
Don't put this paper down and say "Some day" going to write to the International Sugar Feed Company and ask them all about their line of feeds." *Talking* won't get you the money—it's *action* that counts. Write for the facts—today.

International Sugar Feed Company

Dept. DX, Minneapolis, Minn.
Mills at Minneapolis and Memphis (21)

U. S. Corn Sheller

Pat. Oct. 17, 1905



ANOTHER UNSOLICITED TESTIMONIAL

Scircleville, Ind., Dec. 26, 1913

Gentlemen:

Enclosed please find check for \$120.00, Inv. 11-13, and trust same will be found correct. Sheller is O. K., and we are more than pleased with it.

Yours truly,

SCIRCLEVILLE GRAIN CO.

The above sheller is mounted on a wood frame, has reinforced shells which bolt underneath and on top of the frame, making it the quickest repaired of any sheller on the market. The cylinder is separate from the fan and in three sections. The fan is of new design which eliminates the past dust annoyance.

Investigate before buying elsewhere.

THE B. S. CONSTANT MFG. CO.

BLOOMINGTON, ILL.

Use the NEW SCHULTZ FRICTION CLUTCH

If you want the BEST. Neat in design, strong in grip, and easy to adjust. Successfully operated on all kinds of machinery. Simple, dependable, economical.

Everything in Transmission and Conveyors

Get the S. & S. Catalog.

A. L. SCHULTZ & SON,
1677 Elston Av., Chicago, Ill.



Determine the exact dockage of every load of wheat

THE EMERSON OATS FROM WHEAT TESTER

eliminates all guesswork in dockage, and saves all the wheat.

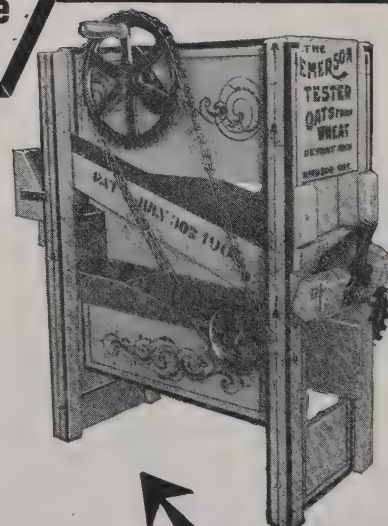
Over 1500 elevators now using this tester.

The EMERSON is the most convenient and satisfactory wheat tester made. The saving in wheat, time, mistakes and money soon pays for the Emerson. Write today for further particulars.

WM. H. EMERSON & SONS

DETROIT, MICH.

WINDSOR, ONT.



\$2.00 is the proposed charge for spotting cars.

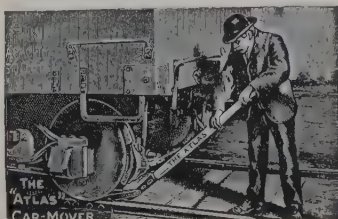
SAVE this much and more by buying an

ATLAS CAR MOVER

PRICE \$5.00

One man with an ATLAS can easily move a loaded car.

Address



APPLETON CAR MOVER CO.
APPLETON, WIS.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

GRAIN DEALERS JOURNAL, LA SALLE STREET
CHICAGO, ILLINOIS

Separate the Wheat from the Oats

Under the very best of conditions, oats and barley will get into the wheat, making a mixture that is objectionable. Using all possible care, this is a condition that has to be dealt with and a separation should be made.

It is unwise to ship such mixed grains to market as the presence of either lessens the value of both.

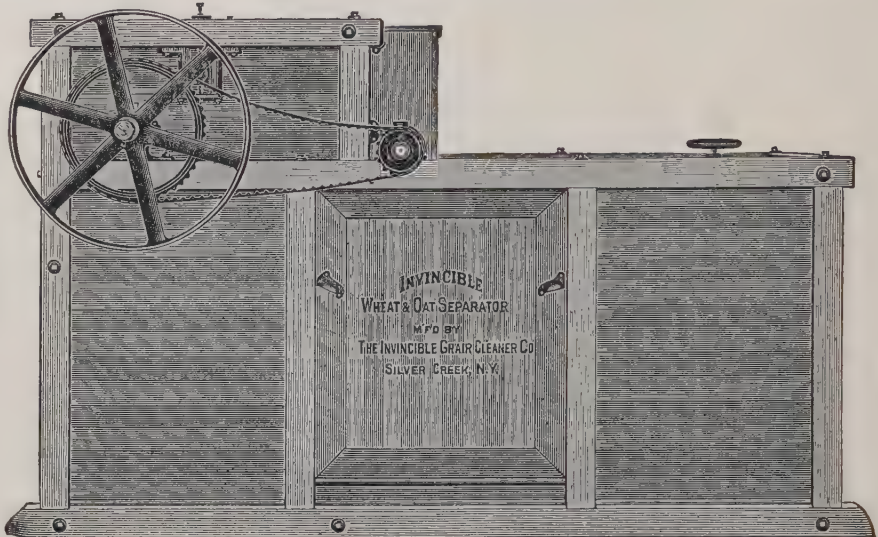
Hence, every every elevator should have an

Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would otherwise be wasted.



Write for prices and further particulars to

INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 1041 Webster Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 234 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.
BRINKLEY SUPPLY CO., Seattle, Wash.

SOUTHERN REPRESENTATIVE: J. H. BATES, 2310 Church St., Cleveland, Tenn.
SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky. STRONG-SCOTT MFG. CO., Minneapolis, Minn.

A NEW FOSSTON PROFIT MAKER

A Big Capacity Combination Cleaner with Unexcelled Separating Qualities.
We Introduce It to You as the

IMPROVED PROCESS

An end shake machine, perfectly counterbalanced, 2388 square in. of sieve surface, suction and blast perfectly controlled and regulated, adapted to all kinds of grain in all mixtures and conditions. It transforms the gloomy wild oats question into a pleasant smile.

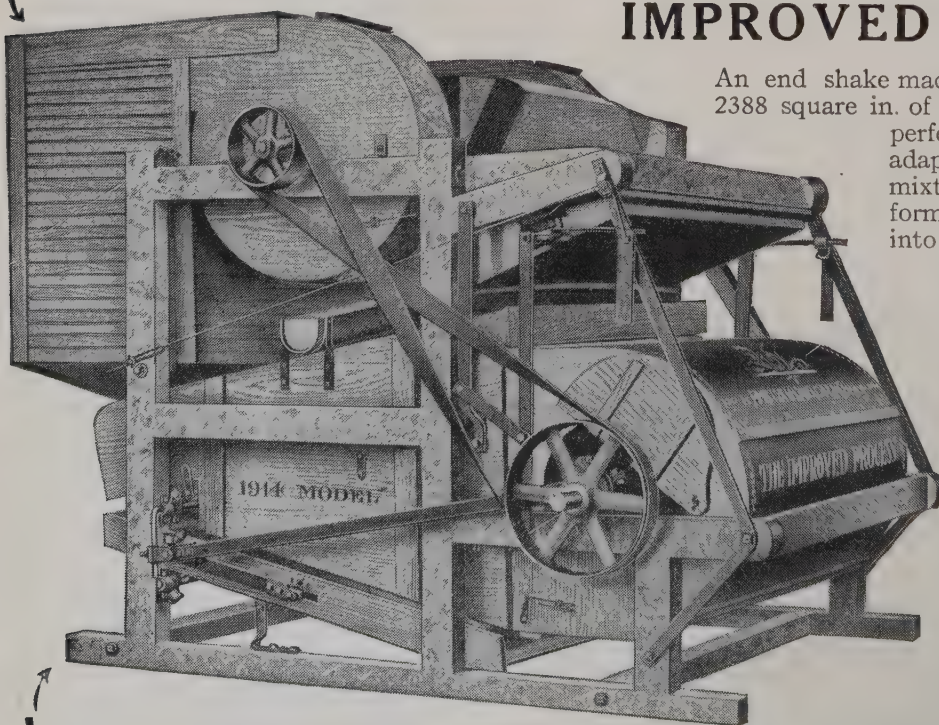
Equipped with or without Automatic Cleaning Device. Installed on earnings contract or liberal cash terms. An expert from the factory will help you install and show you how to get results,

Ask for catalog and particulars—free.

FOSSTON

Manufacturing Co.

140 Merriam Park,
ST. PAUL, MINN.



U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.

POST YOUR PRICES

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1.

Size 14x19½ inches.

Price \$2.00

GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales** and **Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

For Sale



For particulars see the
"ELEVATORS FOR SALE"
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

WESTERN INDIANA elvtr. in corn belt on Pan Handle R. R.; 50,000 bu. ca.; modern; in good town; station handles 700,000 bu.; one other dealer. Address Morse, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Modern elevator, in best part of South Dakota, station handles seven to eight hundred thousand bushels, four elevators. Write quick. Going to sell. Address Quicksell, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE AT A BARGAIN—Elevator and alfalfa mill, combined, also coal business. Doing a good business, delightful climate; South Platte Valley; 100 miles from Denver. Hillrose Milling & Merc. Co., Hillrose, Colo. E. H. Link, Sec'y.

FOR SALE BY OWNER.

Seven elevators, all in South Dakota. Will sell one or all to suit purchaser. Now is the time to buy if interested, before we get to planning on a new crop. Closing out the business reason for selling. Address Box 36, Mitchell, S. Dak.

CENTRAL IND. elevator, 100M grain; large retail, coal, feed and fencing business. Exceptionally fine prospect for wheat crop. Act quick and we can give possession promptly, at reasonable price. Address Ville, Box 11, Grain Dealers Journal, Chicago, Ill.

MARSHALL CO., KANS., elevator for sale. Located on M. P. Ry.; good town. Equipped with all necessary machinery. Good annual business. No trades considered. Address H., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE FOR CASH IF TAKEN AT ONCE, possession to be given July 1st; seven elevators in North Central Illinois, prices ranging from \$1,500 to \$7,750; prospects for the growing crops could not be better. Every station is a bargain; could not be built anywhere near price asked. Address N. J. C., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20,000 bu. grain elevator on Omaha Ry., 20,000 bu. grain elevator on C. M. & St. P. Ry., in town of 3,800; 18,000 bu. grain elevator on C. M. & St. P. Ry., in small town, doing good business and in good territory in Martin County, Minn., where there has never been a crop failure. These houses will be sold very reasonable either separately or as a line. Address P. O. Box 756, Fairmount, Minn.

OKLAHOMA CITY, OKLA.—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaner and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer.

This elevator is on private property with trackage on both side, and has free switching to four trunk lines.

Will make favorable terms and accept good land in part payment.

Address J. C. Pearson, Marshall, Okla.

ELEVATORS FOR SALE.

GRAIN elevator site in Champaign Co., for sale. Coon Bros., Rantoul, Ill.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

FOR SALE—Two elevators, along with coal business; located in best grain products section of Indiana. Address Jeff, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT—My elevator, coal and feed business at Manchester, Kansas. Sickness reason for selling. H. Weaver, Manchester, Kansas.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

FOR SALE—Elevator in best location in Groton, S. D., and located in the best grain growing country of the Northwest. Geisler & Sheldon, Frederick, S. D.

FOR SALE—Steel storage tank, 50,000 bu. cap., with steel elevator leg, belt and cups. Address Woodrow, Box 10, Grain Dealers Journal, Chicago, Ill.

NORTHEAST NEBRASKA elevator for sale. Capacity 40,000. Fully equipped. Good farming country; good outlet. For particulars write Oakdale Grain Company, Oakdale, Neb.

FOR SHORT TIME ONLY 10,000 bu. N. W. Ohio elevator for sale. Price \$3,500.00, part time. Owner cannot be with it. Write. Address Amil, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and coal business at Walton, Nebr., on Mo. Pac. R. R.; big wheat crop ready to harvest. Other business reason for selling; quick action necessary. Address Walton, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of four elevators in Goodhue and Rice County, Minn. A good territory accessible to three good markets, Minneapolis, Milwaukee and Chicago. Address Line Elevators, Box 11, Grain Dealers Journal, Chicago, Ill.

EASTERN SOUTH DAKOTA elevator for sale; four elevators at the station; receipts, 650,000 bus. a year. Price \$5,000, easy terms. Also good coal business. Address Eastern, Box 11, Grain Dealers Journal, Chicago, Ill.

GOOD N. E. WIS. ELEVATOR for sale, with feed mill and hay shed in village of 1,500 on C. & N. W. Ry. Capacity 12,000 bus. Good retail trade. Price reasonable. For further information address Peter Ankerson, R. No. 2, Suring, Wis.

ILLINOIS elevator for sale, 35M, strictly modern and IRON CLAD. Average annual business 200,000 bus. 10M corn cribs; coal bins, 200 ton capacity with 1,500 tons yearly sales. \$1,000 profit on coal alone. Elevator equipped with automatic scale, grain cleaner, feed grinder, etc. Good business; good town to live in. Address Sonper, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two grain elevators in Northern Oklahoma, fully equipped, corn shellers, cleaners, corn meal and chop mill, coal bins. Prospects could not be better, large territory to draw from. This is an exceptional opportunity for someone as both elevators can be managed by one man, being only 12 miles apart. Terms. H. L. Chowning, Oklahoma City, Okla.

ELEVATORS FOR SALE.

FOR SALE—Elevator property at Bucyrus, O. For further information write Valpo. Grain & Elvtr. Co., Valparaiso, Ind.

GOOD ILLINOIS elevator for sale, or will exchange for farm. Address A. E., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Neat modern elevator, 12 bins. Crop never fails. On C. M. St. P. R. Address Thos. McMichael, Jr., Harmony, Minn.

OHIO elevator for sale. Best elevator, retail coal and feed proposition in Central Ohio. Address Wilbur, Box 12, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 11, Grain Dealers Journal, Chicago, Ill.

MINNESOTA elevator for sale, 12M bus. cap., located in good town on I. C. For particulars and terms address Canton, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, 5M capacity, sells everything that the farmer uses; on N. Y. C. Lines, 35 miles from Cleveland, Ohio. Cheap if taken at once. Address Bert, Box 4, Grain Dealers Journal, Chicago, Ill.

KANSAS elevator for sale; cap. 45M bu.; on R. R. ground. Handled 60M bu. wheat last year; handle from 200M to 500M corn annually. Excellent elvtr., steam power, hopper scales; good office with wagon scale; extra good double crib; in good shape. 4 hrs. of St. Joseph and 6 hrs. of Kansas City. Isaac Baer, Beattie, Kansas.

FOR SALE OR RENT—Elevator and Beanery. New. Modern. Fully equipped. Electric power and lights. Owns its own side track. Good coal sheds. Located in "Thumb" section of Michigan, in thriving thickly populated farming section. Address "Elevator Inquiry," 1003 Court Street, Port Huron, Michigan.

FOR SALE—30,000 bu. modern cribbed elevator, dump scales and weigh out scales, electric power, sheds for 350 tons coal, corn cribs 2,000 bu., sell 1,500 tons coal annually at retail, handles 150 to 200,000 bu. grain; in good town of 2,000 people in N. W. Iowa, only two other dealers in town each handling about same amount of grain. Price only \$5,500.00, this will bear closest investigation and is a bargain. Will be offered for three weeks only. Box 178, Worthington, Minn.

ELEVATOR FOR SALE.

Glover, Wisconsin.

Situated on C. St. P. M. & O. R. R., between River Falls and Hudson. Capacity 14,000 bushels, 8 bins, also work room in basement. 1 Fairbanks-Morse horizontal engine, 5 horse power; Howe dump scales. Also warehouse 20x26 on same property containing potato sorter. Buildings in first-class condition. We own the land, about one acre. Jameson, Hevener and Griggs, 181-3-5 E. Sixth Street, St. Paul, Minn.

CENTRAL ILL. elevator, located in corn and oats county; iron clad; 70,000 capacity; good as new; station handles 400,000 per year; only one competitor; business equally divided; takes only \$4,000.00 to handle this plant, as bank will furnish you money to do business with, and we will sell elevator part time price, only \$6,400.00. This is a bargain you will never strike again, if you are looking for a good grain business. This is a good town, 600 people, churches, 3 good schools, big coal, seed and feed business. Address Oak, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE, \$3,500, or rent \$35 per mo., elvtr. in N. E. Ills. at good grain point. C. J. Meyer, Peotone, Ill.

FOR SALE—13,000 bu. elevator on the C. R. I. & P. Ry., in Nebraska. Address Blackstone, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, feed and livestock business in Central Okla. Good crops, Address Oakland, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Public Auction July 16th, grain elevator at Charleston, Illinois. For information write Joseph H. Barnhart, Danville, Illinois.

FOR SALE—One of the best grain elevators in Montana, in a fine crop district—with feed mill. Address J, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR EXCHANGE—Elevator, practically new; large, good business; good location; wheat soon ready to cut. Address Southwest, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cribbed elevator of 25,000 bushel capacity, located in good farming community in Marshall County, South Dakota. For particulars address, William Roberts, Langford, S. Dak.

CRIBBED ELEVATOR for sale; 30,000 bu. capacity, nearly new. A bumper crop this year. Want to sell because one of the owners is sick and must move. Mesick-Stangeland Co., Gettysburg, S. D.

FOR SALE—Elevator, coal, stock and small store at Luray, Iowa. Good reason for selling. Business from \$2,000 to \$11,000 per month. Address Northwestern, Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL MICHIGAN elevator for sale, capacity 8,000 bushels; coal sheds and hay warehouse in connection; on Pere Marquette Ry.; in good bean and hay section. Must sell to settle estate. For further particulars, write Lewis, Horton & Company, Mt. Morris, Mich.

BUSINESS OPPORTUNITIES.

FOR SALE—Well established feed and coal business in good town near Detroit; price reasonable. Will sell at sacrifice if sold at once. Address Detroit, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Flour and feed business in town no less than 10,000 inhabitants. Would consider grain business in connection. Must be good location and business in Southwestern Ohio, Southeastern Indiana or Northern Kentucky. Address Ky., Box 11, Grain Dealers Journal, Chicago, Ill.

MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning rods during your spare time. Write us for agency proposition. It's a winner.

Geo. M. King Mfg. Co.,
609 E. Walnut st., Des Moines, Iowa.

FOR SALE—Flour, Feed, Coal and lumber business; well located; cribbed elevator with two large warehouses; extra repair; private siding; up-to-date modern equipped plant throughout; well established trade on paying basis. Price reasonable, easy terms. Might use good dairy farm at honest value. For photo and full description write Miller Bros., Williamsfield, Ashtabula Co., Ohio.

PARTY who can furnish moderate amount of capital can secure good interest in a 200,000 bu. Ohio elevator, with large feed business in connection. Located on private ground. Plenty of room for hay transfer house if desired. Everything in A-1 condition, including electric power. Will stand most rigid investigation. Address Opportunity, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED to manage country elevator or flour mill; 19 years' experience. Good references. Address Wood, Box 12, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED manager wants position as buyer in some Western state where homestead land is still available. Address Box 114, Mobridge, S. Dak.

SUPERINTENDENT — Would like to correspond with first class firm wanting Supt. for Terminal Elevator. R. McC. Wilhite, Box 512, Ft. Worth, Texas.

MANAGER—Young married man, age 33, wants a position with good Farmers Elvtr. as mgr. 10 years' experience in grain. Best of references. Address Good, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in country elvtr.; 5 years' experience; can manage elvtr. outside of office; single; temperate; good references. Address Lincoln, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced elevator man, understands grain and seeds, not afraid of work; best of references. Address Niles, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITIONS WANTED—Expert miller and millwright with thirty years' experience. Country mill or elevator preferred. Address Millwright, Box 12, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN, 24, married, desires position with transfer house. Thoroughly experienced with rating and methods under transit privileges. Address Pand, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by married man, 15 years' experience in elevator work, buying grain, selling out grain and coal; have good ref.; short crop reason for change. Address Experienced, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as elevator working foreman; can handle any line of the general elevator work; have been in present position 5 years; prefer position in Ohio or Ind.; not afraid of work. Address D, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traffic manager. Ten years' experience with rates and claims in all territory including Canada. Now employed by large western road. Know every feature from A to Z. Address Grain, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Experienced and competent married man of 30, with present firm 6 years, wishes change to position in West as TRAVELING AUDITOR or SOLICITOR. Can furnish best of character and business references. Address Illinois, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION of responsibility in grain company or manager of terminal elevator, wanted by well educated man who has bought grain in country elevator, was traveling superintendent and manager of a terminal elevator that bought and sold three million bushels of grain in grain exchange and from companies. I have not held position with grain company for a year, due to sickness. Address Robinson, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR OWNERS—We have a large list of competent and experienced elevator men, bookkeepers, auditors, managers and second-men, who are desirous of obtaining employment as soon as possible. If you are in need of a good man for any department, send full details regarding position, and we will gladly furnish you with the names of men-competent to fill the place. This service is absolutely free. Address The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Experienced manager, married man, for grain elevator in Nebraska. Send references. Address Nebr., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—A manager with some capital to take half interest in elevator and operate same, in Montana town. Address K, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—Energetic, settled traveling salesman, preferably acquainted with Eastern territory, to sell Seeds and Feeds. State age, experience and salary expected. Also give references. Address Lane, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—Head man Michigan elevator. Good experience with beans, grain and feed. Careful buyer, sober and agreeable. Modern plant, splendid town, good position. If not a live one don't apply. Address personal letter, stating age, experience, salary expected, when and where last employed. Address Michigan, Box 12, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FLOUR MILL for sale, 50-bbl.; built one year ago; natural gas; good location in grain belt. S. H. Tracey, Shirley, Ind.

FOR SALE—Mill and elevator, feed grinder, corn shelling facilities and hay barns. On main lines Santa Fe and Southern Pacific Railways at Rosenberg, Texas. For full particulars address J. H. P. DAVIS & CO., Rosenberg, Texas.

FOR SALE—A big bargain, 100-bbl. flour mill in the best western Minnesota district, thoroughly equipped with best modern machinery; good live town, no other mill near; I am not a miller and have other business; might consider some trade, or give terms. Address John A. Lane, 617-20 Plymouth Bldg., Minneapolis, Minn.

FOR SALE.

Grist mill with 150 patrons, doing a good business; equipped with both water and steam power; only mill within 5 miles; books open for inspection; with same is a 7-room dwelling in good condition; mill, 50x27; feed room attached; dam built new 5 years ago; good place to start Excelsior mill in connection with same; grinds buckwheat, rye flour and all kinds of feed; has elevators and conveyors; established 50 years ago; owner will remain with purchaser until he becomes acquainted; full particulars as to amount of business, etc. Address R. E., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

LARGE TRACT of Dakota land to exchange for good elevator. Address C. L., Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—An elevator in Western Minnesota or Eastern North or South Dakota. Address Sandum, 2023 Hillside ave. No., Minneapolis, Minn.

WANT TO BUY for cash elevator in Northern Ia. or Southern Minn. Must be in good location with good business. Address Box 711, Riceville, Iowa.

WANTED.

An elevator in exchange for a choice quarter section of wild land located within few miles of Pierre, S. D., every acre of this land can be cropped. What have you to offer in trade.

Frank A. Cousins,
Occident Elevator Co., Minneapolis, Minn.

ELEVATORS FOR RENT.

FOR RENT—13,000 bu. capacity elevator at good grain point in middle of the hard wheat belt in Kansas. Address M. L. Gorham & Co., Gorham, Kansas.

ELEVATORS FOR LEASE.

ELEVATOR FOR LEASE—Will lease elevator and stock yards very reasonable, good German community, up-to-date elevator, hopper scale, large fan. Close to Peoria, Ill. Further information address "Elevator," General Delivery, Peoria, Ill.

ELEVATOR BROKERS.

HAVE A FEW very nice elevators within 100 miles of Chicago recently listed for sale. Some of these have eastern outlets, and are in splendid towns. Prices very reasonable. Terms can be arranged. Address James M. Maguire, Campus, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

FOR SALE—4,000 second-hand cotton wheat bags. For prices write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

STEAM ENGINES, BOILERS.

FOR SALE—One 9x12 Bromwell steam engine as good as new, only been used three months. A bargain if sold at once. Fred Schlientz & Son, Eldorado, Ohio.

FOR SALE—One 20 h. p. Erie steam engine and a twenty-five horse power boiler all in good running order. For particulars write Jos. Sandbothe, Martinsburg, Mo.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for en-ers" column of the Grain Dealers Jour- gine bargains—the "Steam Engines—Boil- nal, Chicago.

SCALES FOR SALE.

FOR SALE—26,000 pound Howe Hopper Scale. In good condition. A BARGAIN. RICHARDSON SCALE CO., Passaic, N. J.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALES—Refitted 80-ton 42 inch Fairbanks R. R. Scale. Good as new. Also wagon, portable and Dormants—New and Second hand. Send specifications and write for price and catalogue today.

Howe Scale Co.,
409 N. 4th St., St. Louis, Mo.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain ship- pers to carry small book needed by every grain firm. Easy sales, large commissions. Address P. M. Maxwell, 305 So. La Salle st., Chicago, Ill.

MISCELLANEOUS.

IF YOU WANT TO SELL YOUR BUSI- NESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

CLAIM COLLECTOR.

I collect claims (a side line) cheaper than any one else. No collection, no fee. Send me your claims and I will get them paid. References furnished. Otis J. Bear, (Mgr. of Farmers Elvtr. Co.) Martinton, Ill.

GASOLINE ENGINES.

FOR SALE—18 h. p. Lewis gasoline en- gine. Good repair. Write McColl Lbr. Co., Perry, Iowa.

FOR SALE—30 h.p. Coffield Gasoline En- gine in A1 condition. Will sell for \$350.00. Spade Mfg. Co., Kalamazoo, Mich.

FOR SALE—28-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

FOR SALE—One 25 h.p. Olds with 36" friction drive clutch pulley. Good condi- tion. Installing electric power. Will sell at a bargain. The C. E. De Puy Co., Pon- tiac, Mich.

FOR SALE—One 40 h. p. Olds double cylinder gasoline engine in A-1 condition; practically new. Here's a bargain for someone if taken soon. Farmers Grain Co., Latham, Ill.

FOR SALE—One 20 horse power Muncie Crude Oil Engine in first class running order; used 2 years. Cost \$725.00; will sell for half price. Replacing with a larger machine. H. G. Pollock, Middlepoint, Ohio.

FOR SALE—35 horse power Foos gas engine, slightly used, priced to sell—write us. Canadian Mill & Elev. Co., El Reno, Okla.

FOR SALE—30-h.p. Vaughn Gearless gas- oiline engine, almost new. Have installed electric motors. Also large shaft and fric- tion clutch for engine complete. Price \$200 f. o. b. cars Eaton, O. Star Elevator, Ea- ton, Ohio.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less ex- pense by offering them for sale in the grain trade's accepted medium for power bar- gains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second- hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaran- teed in good order.

**DYNAMOS, MOTORS, ELECTRICAL REPAIRS.**

We give one year's guarantee with all dynamos and motors sold by us. The reason we can do this is, all machines are put in condition good as new before we ship them. We carry a large assortment of motors in stock. Write us your needs and let us give you a square deal.

Northwestern Electric Co.,
611-13-15 W. Adams St.,
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—1-3 roll mill, standard make; size of roll, 20 inches long; almost brand new. Will sell cheap. Address L. J. & R. W. Jeter, Ashton, Ill.

FOR SALE—1 ball-bearing attrition mill; was replaced with larger mill. Price \$175.00. Address Feed Mill, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Clark Double Power Shovel for unloading grain from cars; been used but little and is in first-class shape. Will sell cheap. Ansted & Burke, Springfield, Ohio.

FOR SALE—One Sandwich grain eleva- tor complete with jacks, and 4½ horse power gasoline engine, all as good as new and never used but little, complete ready to run. Price for quick sale, \$150. D. M. Light, 203½ S. Walnut St., Muncie, Ind.

FOR SALE—One 4 roll Northways, two pair high, feed and corn mill—good as new. Specially equipped with two feeders—one for each pair rolls. Price \$200.00 f.o.b. Moorhead. We are installing larger mill of same make. N. J. Olsen Co., Moor- head, Minn.

FOR SALE
ROLLS AND MA-
CHINERY FOR 75-
BBL. RYE FLOUR
MILL.

Will sell cheap for quick sale. Address W. Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE

1 300 bushel Fairbanks Hopper Scale, good as new.

1 1,000 bushel cap. Boss car loader, in good condition. A bargain if taken at once. Address L. T. Shrader & Co., Dex- ter, Kansas.

FOR SALE—A No. 7 Monitor Ware- house Separator complete with special screens for separating corn and oats and also for cleaning seed corn. Machine in good condition. Being sold to replace with large machine the same make. Address Eldad, Box 10, Grain Dealers Journal, Chi- cago, Ill.

**FLOUR MILL, FEED MILL AND ELE-
VATOR MACHINERY AND
SUPPLIES.**

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x18 and 9x24 Noye, 9x24 Northway, 9x24 Dawson, 9x18, 9x24 and 9x30 Allis, three pair high; and 9x18 Hutchison; 9x30 Acme; two pair high; one No. 1 and one No. 2 Willford, three roll high, and many others listed in our Bar- gain Book.

Write for one—Mailed on request.
Corn and Cob Crushers: No. 1 Rich- mond, No. 14 Economy, No. 5 and No. 6 Evel, Foos Scientific Mills, No. 2 "Tri- umph," 2 No. 7 and one No. 12 Sullivan, etc.

Attrition Feed Grinding Mills: 16, 20, 24 and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills: 9x18 and 9x24 "Noye"; 9x18 "Odell"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills: All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cot- ton, Rubber or Vanvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buck- ets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Ma- chinery, Belting, Pulleys, Shaftings, Ele- vator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.
B. F. GUMP CO.,
431-437 So. Clinton St.
Chicago, Illinois.

MACHINES FOR SALE.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

FOR SALE.

One Jaw Clutch Rope Car Puller, Weller No. 4. One Fairbank Hopper Scale, capacity two tons. One Richardson Sacking Scale, 1913 Model, seven bushel capacity, practically new. One New Four Fan Dust Collector, Nordyke and Marmon make type No. 403.

The Raymond P. Lipe Co.,
Bryan, Ohio.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00.
D. O. Friend, Brighton, Iowa.

Are You Looking for Real Bargains?

In Single or Double-head Attrition Mills, Any Size, Style or Make at Your Price. 16" to 36" Monarch's, Foos's, Unique's American's, Halsted's, Robinson's from \$90 to \$225 ea. in remodeled form, much less when purchased not remodeled. All remodeled machines guaranteed to be in as near new a condition as can be made. Also a full line of Reels, Roller Feed Mills, Shellers, Burr Mills, Crushers, Corn Crackers, etc. Write for catalogs today whether you want new or second-hand machinery or supplies.

George J. Noth,

No. 9 South Clinton Street, Chicago, Ill

MACHINERY BARGAINS.

2 Boot Tanks, each.....	20.00
1 No. 4 Buffalo Fan.....	15.00
1 Steam Condenser	30.00
1 Grain Spout complete.....	4.00
1 large bell	20.00
10 Belt Tighteners, each.....	5.00
300 Salem-cups, 6x16, each.....	.12
50 " " 6x18 "12
600 Empire Buckets, 5x16.....	.06
150 " " 6x18.....	.06
1 26" 6 ply 90 ft. Drive Belt.....	50.00
1 26" 3 ply 125 ft. Conveyor Belt.....	50.00

All of the above are in good condition and snaps at the prices offered.
La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

FOR SALE

Machinery and power plants of

500 Bbl. N&M Corn Mill

750 Bbl. Oat and Cereal Mill
(Allis)

150 Bbl. Alfree Feed Mill

100,000 Bu. Elevator
(Invincible)

50 Ton Alfalfa Mill
(Williams)

100 Bbl. Poultry Feed Mill
(Allis)

H. D. LeFEVRE

Nebraska City, Nebraska

MACHINES WANTED.

WANTED—I want to buy a good second-hand or slightly used 2 or 3 high 9x14 or 9x16 feed rolls. Mention condition of rolls, description and the time used in the first letter, also the price. H. G. Pollock, Middlepoint, Ohio.

WANTED—We are in the market for one or two good second-hand, large power, Standard or Clipper grain cleaners. We have a large S. Howes & Co. Eureka No. 32 oats clipper practically new, which will sell reasonable. Kinsey Brothers, North Manchester, Ind.

BUILDING MATERIAL.

FOR SALE CHEAP—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

You Can Sell

Your Red Oats

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H. K. COCHRAN CO.

Little Rock, Ark.

Wire them for bids

If Your Business

isn't worth advertising
advertise it for sale.

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THE NATIONAL CITY BANK OF CHICAGO

Capital \$2,000,000.00 Deposits \$31,283,201.31
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Safety, Service & Sincerity

The foundation of the success of this bank.

We invite your consideration of our facilities.

MAKE THIS YOUR MARGIN DEPOSITORY—
APPROVED BY CHICAGO BOARD OF TRADE.

105 S. Dearborn St.
CHICAGO, ILL.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2½x8½ in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

Profit and Loss

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may increase my profits and avoid losses by keeping well-posted, please send me the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year's subscription.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

SEEDS FOR SALE—WANTED

DIRECTORY

OF THE

Grass Seed Trade

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants
Scarlett & Co., Wm. G., whse. seed merchants

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., grass and field seeds
CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.
INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Louisville Seed Co., grass seed dealers.
Ross Seed Co., field seeds, exporters.

MADISON, WIS.

Olds Seed Co., L. L., Wis. field seeds.

MEDIA, ILL.

Lewis, E. G., field seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc.
Teweles & Co., L., grass and field seeds.

NEW YORK, N. Y.

Leifmann's Hamburg, rep. I. L. Radwaner, fld. sds.
Loewith, Larson & Co., clover, grass, field seeds

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds

L. TEWELES & CO.

Seed Merchants
Grass and Field Seeds

Milwaukee

Wisconsin

The Gas Engine Handbook

(Fifth Edition)

By E. W. ROBERTS, M. E.

A Pocket Manual of Useful Information for
Operators of Gas and Gasoline Engines

It tells how to start and stop. Care of the engine. Gas engine troubles, where to look for the cause of the trouble, and the remedies which apply. How gasoline engines differ from gas engines. How to handle a gasoline engine and special rules for its care. All about the igniters, valve mechanisms, governors and devices for starting large engines, etc.

This book is equally valuable for the designer and engineer. It covers all points thoroughly, and a draftsman by following the rules and formulas laid down can design without difficulty a perfect engine.

The book is 3½x5½ inches, contains 240 pages of descriptive and illustrative matter and is well bound in cloth. Price, \$2.00.

FOR SALE BY

GRAIN DEALERS JOURNAL

LaSalle St., CHICAGO, ILL.

GRAIN WANTED.**HAY AND GRAIN WANTED**

Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

WANTED—Grain and grain screenings or fine grinding. We can use any kind of sound grain and screenings for milled molasses feed. W. E. Trammell, Norfolk, Va.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

WANTED OFFERS on 20,000 quarters, or any part, No. 2 Hard Winter wheat, Terminal market inspection, shipment from July to December in monthly rates CIF Triest, or Fiume or fob N. Y. or any other Atlantic ports—payment net cash, 1% discount against documents, upon confirmed London banker's credit. L. KAUFMANN, Broker for Austrian Millers Syndic Members, 617-39 S. La Salle St, Chicago.

SEEDS FOR SALE.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

GERMAN MILLET is our specialty and we are now in position to supply your trade with car lots or less; sample on request. D. H. Clark, Galt, Mo.

FOR SALE.

Big English Clover Seed.

I have some pure home grown Big English clover seed for sale, free from Buckhorn or any foreign seeds; ask for sample. H. G. Pollock, Middlepoint, Ohio.

SEED FOR SALE.

German Millet, Timothy, Sapling, Med-ium Red and Alsike Clover, Cow Peas, Cane Seed and Seed Corn of all varieties. We will buy Oats, white and black mixed, bulk cars, mail samples and lowest prices.

Wood, Stubbs & Co.,
Louisville, Ky.

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WIRE

PHONE

KRAUS & APFELBAUM

Wool Dealers

If you have Wool for Sale Write, Wire or Phone Us.

FT. WAYNE

INDIANA

Prompt Shipment

Alfalfa
Crimson Clover
Burr Clover
Hairy Vetches
Dwarf Essex Rape
Tall Meadow Oat Grass

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**ALFALFA AND
RED CLOVER**
our specialties.

Also dealers in Alsayke
Clovers, Timothy, Mil-
lets, Rape, Grasses,
Buckwheat, Seed, Corn,
tc.

You will find us willing to pay
top prices for quality seeds. Write
for sample envelopes.

ROSENBERG & LIEBERMAN
Founded 1860 Milwaukee, Wis

USE THE

UNIVERSAL GRAIN CODE

The latest and best grain code on the market.
Printed on bond paper, bound in flexible leather,
146 pages, size 7x4½, 13,745 code words.

Price \$3.00**GRAIN DEALERS JOURNAL**

315 So. LaSalle St.

CHICAGO, ILL.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

I AM ALWAYS in the market for first class European shippers EUROPEAN BEANS, PEAS, SUNFLOWER SEED, PUMPKIN, MILLET, ALPISSE, MUSTARD in small and large quantities, at cheapest quotations c&f New Orleans or N. Y. or any other ports. Please ask for offers. L. KAUFMANN, 617 N. Y. Life Bldg., Chgo.

SEEDS FOR SALE.

FOR SALE—Cow Peas and Sweet Clover. P. L. Zimmerman Co., St. Louis, Mo.
SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

SEEDS FOR SALE.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

WE BUY AND SELL
Clover, Timothy, Alfalfa, Millet, Seed Grain and Seed Potatoes.
Our Specialties—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.
L. L. OLDS SEED CO.
MADISON WISCONSIN

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
Toledo, Ohio

"MAY BELL" Brand Pure Field
WE BUY **SEEDS** WE SELL
ROSS SEED CO., Louisville, Ky.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL
TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.
Ask for Prices. Mail Samples for Bids.

ALFALFA

CAR LOTS
STORED IN NEW YORK
OR
SHIPMENT HAMBURG
I. L. RADWANER
NEW YORK CITY

DIRECT REDUCTION TABLES

for
**Wheat, Buckwheat,
Barley and Timothy**

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street

CHICAGO, ILL.

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS
Field Seeds a Specialty
NORTH MANCHESTER, INDIANA

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

Grain Dealers Journal
CHICAGO - ILLINOIS



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Milletts
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

**WHITNEY - ECKSTEIN
SEED CO.**

BUFFALO, N. Y.

Correspondence Invited

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal

315 S. La Salle Street

CHICAGO, ILL.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand
Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

ALFALFA
THE GREAT SOIL IMPROVER

GROWING EASY
With NOD-O-GEN

NOD-O-GEN is a pure culture of living bacteria for inoculating alfalfa seed. Its use makes the chances of success with alfalfa 60 per cent greater.
NOD-O-GEN IS FREE. With each bushel (60 lbs.) of Ace, Pine Tree or Globe brand alfalfa seed we supply enough Nod-o-gen culture to inoculate the seed.
Get full particulars by mail. Write now.

THE ALBERT DICKINSON COMPANY

CHICAGO

Wholesale Seed Merchants
Est. 1855

MINNEAPOLIS

Coldwater, Ohio, April 14, 1914
The Philip Smith Mfg. Co.,
Sidney, Ohio.

Gentlemen:

Note your favor of 10th, replying to same say that the No. 1 Sidney Double Shoe Grain Cleaner you installed for us last September is doing nice work and giving perfect satisfaction.

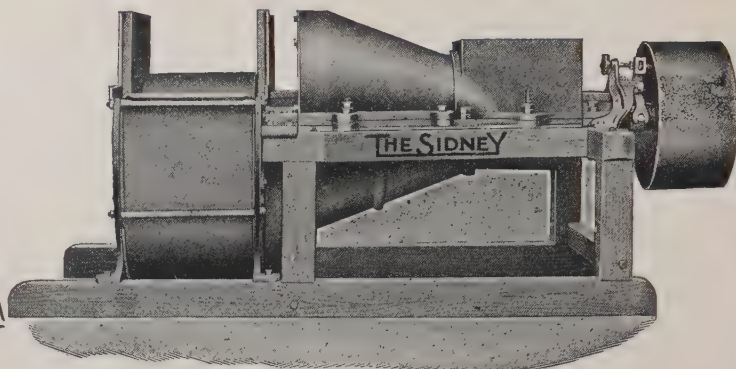
Yours very truly,
FOX & HESS

Dixon, Ohio, April 11, 1914
The Philip Smith Mfg. Co.,
Sidney, Ohio.

Gentlemen:

Enclosed you will find our check in payment for the corn sheller which you shipped to us on March 12, 1914. We are well pleased with the sheller and we can conscientiously recommend it to any one in need of a sheller.

Yours truly,
DIXON GRAIN CO.



The Sidney Combined Sheller and Boot

When the man who has spent his good money for your product boosts for you after he has used it, it means he has received the service he expected. It is what happens to every buyer of

SIDNEY LINE GRAIN MACHINERY

The Sidney Corn Sheller and Elevator boot combined and the Sidney Double Shoe Grain Cleaner, are made of the best grade of material to deliver the service designed for. Each casting is made separate, so that in case of breakdown only the broken section need be replaced.

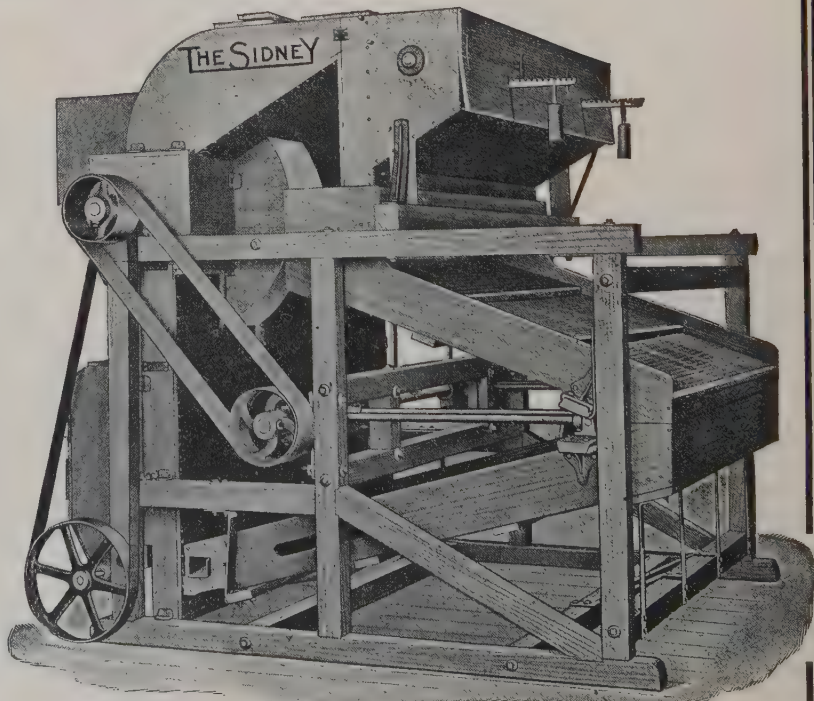
All shelling parts on shelling surfaces are chilled to insure greater durability.

Before you decide on any machine you owe it to yourself to investigate the Sidney Line.

Catalog and price list on request.

The Philip Smith Mfg. Co.
Sidney, O.

Warerroom at
Enterprise, Kan.



The Sidney Double Shoe Corn and Grain Cleaner

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

-CHARLES S. CLARK, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JUNE 25, 1914.

YOU can not afford to overlook the fact that grain bot right is half sold.

THE FLAT ROOF of a driveway or other sheds adjoining the elevator is a very poor place to store corn husks and elevator dust, unless, of course, the elevator owner is anxious to have a fire started.

DEALERS who are helped by the information they glean from the Journal owe it to their brother dealers to tell them about it. If the information is wrong or useless they owe it to themselves to tell us. Say something.

POOLING by Kentucky tobacco growers has been declared unlawful by the U. S. Supreme Court, which recently held the Kentucky statute legalizing such pooling to be unconstitutional. It may be that the Lower House of Congress will now reconsider its recent action in excepting farmers unions and labor unions from the regulations and restrictions of the Sherman Anti-Trust Law.

BUFFALO ELEVATORS are reported to be preparing to load canal shipments of grain more expeditiously than ever. It is to be hoped this report is absolutely true. If it is, shippers will reap some of the benefits of the improved Erie Canal and have their grain transported from western lake ports to the seaboard at much lower rates than have been in force during recent years.

THE DETROIT Board of Trade found it necessary to discipline one of its members recently by depriving it of the privileges of the floor. Such action lends a most helpful influence to other exchanges and makes the market more attractive to outside traders.

THE AUTOMOBILE is being advantageously used by a number of solicitors for grain commission houses and inspectors for mutual fire insurance companies, in calling upon country grain elevator men, with the result that they frequently make ten towns a day, instead of two, permitted by the local train schedule of western railroads.

WHEN THE lake steamship lines are absolutely divorced from the control of the railroad companies, the public will derive the benefit of cheap water transportation. The railroad companies retain their interest in the steamship lines primarily for the purpose of diverting freight to the rail lines at the established rates.

A GEORGIA correspondent predicts the building of grain elevators in that state to handle the surplus which has resulted from the displacement of cotton. The southeastern and gulf states have so long been put to the necessity of shipping in their grain supplies, it would seem a marked innovation for them to produce even enough grain to supply their home demand.

MANY COUNTRY elevator men throughout the southwest have already notified farmers that henceforth they will not store grain for anyone. The enormous crop of that section will make it necessary for them to use every inch of bin room available, for handling their own grain, and it may be that the free storage imposition will be banished from the trade forever. Shout long and loud—Hurrah!

CORRESPONDENTS who send us information regarding improvements prospective and in the making, will be delighted with the clear, full and explicit statement sent us by our correspondent at McCallsburg, Ia. It is interesting to grain men to know what others are doing and the explicit statement sent us by this correspondent should serve as a practical suggestion to others who are contemplating similar improvements.

AN ILLINOIS landlord and her tenant are making it very unpleasant for an elevator firm which purchased the tenant's grain without investigating as to whether or not it was clear of all liens. The rapid increase in the number of tenants on farms of the central states makes it imperative that regular grain buyers exercise more care in investigating the ownership of the grain tendered them, lest they may find it necessary to pay for the grain a second time.

STATE REGULATION has stopped the storing of grain in country elevators in some states, and no doubt will materially reduce this expensive practice in many other states soon, as the spirit of regulation thru commissions and buros is rife everywhere, notwithstanding such regulation greatly increases the cost of doing business.

ELEVATORS having high ceilings and well lighted basements can be cleaned without the aid of a lantern, and repairs may also be made without artificial light, an advantage which would have saved a North Dakota elevator last week. In this case a cup was pulled off the belt and dropped into the boot. When the manager went into the basement with a lantern to get the bucket, an explosion resulted, and he barely got out with his life. The elevator is a mass of smoldering ruins.

THE CARLOAD minimum for corn shipments will be increased in C. F. A. territory to 60,000 lbs., unless the grain shippers of this district get busy and protest vigorously against the increase. If grain shippers do load 60,000 lbs. of corn into every box car tendered them, more leaks will result and more shippers will suffer loss in transit. The new regulation would also place an additional handicap upon the small interior buyer of the eastern states, who has neither the capital or storage room to handle larger quantities of grain than heretofore.

NEW WHEAT is moving two to three weeks earlier than usual and arriving in good condition, so the grain dealers of the winter wheat states are sure to be kept working overtime the next six months, unless, of course, they have a new modern elevator with large dumps and legs, to facilitate the rapid handling of large quantities of grain. The man with small dump sink and legs and few bins will be handicapped and placed at a great disadvantage, so long as there is a big rush of grain to market.

THE LIGHTNING hazard of the country elevator is well illustrated by the reports published in our news columns this number. Fifteen elevators have been struck by lightning recently. Five were a total loss and ten were damaged \$25 to \$100. One elevator, which was struck by lightning at midnight, had been carefully examined and declared to be free from fire. Early the next morning the building burst into flames. Many an elevator which was struck by lightning in the past has been sacrificed to the cursory inspection. The only safe way to prevent the burning of an elevator hours after it is struck by lightning is to place vigilant watchers in different parts of the building, well supplied with buckets of salt water for prompt application to any fire which may appear.

THE TEXAS Grain Dealers Ass'n has appointed a committee to investigate the advisability of joining with the railroads in the establishment of a joint scale inspection buro. Any efforts along this line is sure to result in weighing facilities being kept in better condition, and will give all dealers more reliable weights. The more frequently scales are inspected and placed in working condition, the more dependable will be their work. Shippers who insist upon knowing what they are doing see to it that their scales are weighing correctly.

AT LAST the Chicago Board of Trade has voted to permit the delivery of grain cars the last three days of the month, beginning with 1915. Shippers who have watched the gradual decrease in the capacity of public grain store houses at Chicago, wonder at the facility with which grain is handled by the few remaining plants. It is only reasonable that track deliveries be permitted, until such a time as more modern elevators are provided, so as to facilitate the unloading of grain and prevent congestion at times when delays are very expensive to grain shippers.

SHIPPERS MUST bear in mind that all markets, with the exception of Atlantic Coast terminals, have adopted the new federal corn grades effective July 1st, hence it behooves every shipper to exercise unusual care and make sure that he is shipping the grade of grain his contract and his billing calls for. Under the Pure Food & Drug Act, which will probably be used to enforce the grading, until federal supervision is provided for, the shipping of a grade of corn which is not equal to or better than the grade called for in the billing, will lay the shipper open to the charge of misbranding, and the inspectors may confiscate the shipment, but are more likely to hold it up until it has been properly classified. All of which means trouble for the shipper.

A JUDGMENT for \$6,500 was recently awarded an Illinois property owner, because of damages claimed to have resulted from the settling of a milling company's elevator on an adjoining lot. A poor foundation has brought grief to many elevator owners. For instance, an elevator man whose plant was recently sacrificed to an overheated shaft, traces the cause of the fire directly to the settling of the building, which would not have happened had the house been firmly supported by a heavy foundation. Dealers everywhere are beginning to recognize the importance of a strong foundation and more old houses are being raised and new foundations placed under them this year than ever, first, because they want their shafting to remain in alignment, and second, because they want a cement basement, which will permit of cleanliness and freedom from rodents.

SOME OF THE railroads of the southwest employ car inspectors to make sure that box cars are in fit condition for transporting grain and these inspectors officiously fill in a large card and place it on the side of the car, telling of the inspection, and assuring the shipper that the car had been "placed in condition for grain loading." Recent visits to some southwestern yards developed the fact that the inspectors did not hesitate to place these cards on any car, so shippers need to ignore the cards and inspect the cars themselves. Otherwise they will have unexpected losses.

THE CHAMPIONS of the loading fee for country elevator operators will find in our Michigan news columns, this number, a report of the leasing of an elevator built by the Michigan Central Railroad some fifty years ago, for receiving and loading into cars bulk grain. In the early days the railroads operated the elevators themselves and handled grain for whoever desired to ship. In many cases special bins were rented to grain buyers, thus permitting the accumulation of grain of like quality in carload lots, for shipment without mixing. These bulk grain depots were built and maintained at the expense of the railroad. Today the grain dealer is expected to furnish all depots for bulk grain.

THE SIZE of car needed to accommodate shipment must be given more careful attention this season than has been the practice of grain shippers heretofore. The railroads are determined to have their cars loaded to capacity, or at least to collect freight for the minimum load, and new tariffs of many western lines contain provisions whereby the minimum for the size or car ordered will be protected, in the event car of a greater capacity is furnished; provided, of course, the size of car ordered could have accommodated the grain loaded into the car. If shippers persist in loading the car furnished with an amount in excess of the maximum capacity of the car ordered, then the minimum will be that provided in tariff, for the smallest car which would have accommodated the shipment.

CORN HAS BEEN coming in from Argentine in ever increasing quantities, because Congress saw fit to place it on the free list, and some Congressmen, who are up for re-election, are trying to prove to the satisfaction of their supporters at home that all the corn that has been imported was simply for the purpose of depressing the markets. In view of the fact that very little Argentine corn has yet reached the interior markets, it would seem that the purpose of the importation was solely to supply the wants of feeders in the New England and Gulf States. Fortunately for members of Congress, they can make statements that suit their purpose, and circulate them at the government's expense, without making any effort at determining the truth.

A BILLION BUSHEL wheat crop may be our good fortune this year, but it is not well to do too much bragging about the size of the crop, until we have measured it, as the more we have to spare for export, the more depressing will be its influence on European markets, and the sooner the crop is thrown upon the market, the sooner will its depressing influence be felt at country stations. Twice has the spring wheat crop been destroyed when the farmers were hitching up to cut it. Once by frost, once by black rust.

THIRTY-SIX ELEVATOR fires are reported in this number, which is far too many to lend any encouragement to the mutual insurance companies to reduce their rates on risks of this character, and one fire which resulted in the loss of \$60,000, has brought to light the fact that the night watchman could have saved a new plant if he had possessed three buckets of salt water when he first discovered the fire. Property owners the world over have time and again sung high the praises of fire buckets and an ample supply of salt water, yet some owners of valuable property continue to permit it to go unprotected by this cheap, yet very effective fire extinguishing equipment.

FARMERS WHO expend \$15,000 to \$20,000 in establishing an additional elevator to a station which has got along very well without it, must not overlook the fact that many fixed charges on such a plant must be earned before any funds can be passed to the profit account. Too many co-operative companies permit the spirit of vengeance to warp their judgment and build elevators where none are needed, often to find later that the modern in every respect, the plant is not saleable even at half its cost. Experienced grain dealers seldom risk any of their money building additional elevators at old stations, except that they wreck two or three out-of-date houses, to make room for a modern plant.

THE GRAIN GRADES Act, published on page 911 of the Journal for June 10th, has been amended, by changing sections 4 to 7 inclusive, as outlined on page 1005 in this number of the Journal. The bill as changed is now known as H. R. 17329. It has been agreed to by the Sub-Committee on Agriculture, and seems to meet with the approval of many grain dealers, who have actively participated in the recent hearings on the Lever bill. The new bill seems to have the general approval of the trade, as well as the law makers. In view of these facts it is barely possible that federal supervision of grades may soon become established. Congressman Moss assured the dealers at Indianapolis today that the bill would be passed at the present session of Congress. Hearings will probably be granted on the bill if the trade asks for it.

Shippers' Demand for Pay for Coopering.

Granger roads of the better class have been hesitating at no expense to place their box cars in fit condition to transport grain, but a few of the poverty stricken lines, with wabby nearsighted managers, are starting the season by tendering unfit cars to grain shippers. Dealers who have contracts to fill, but are unwilling to entrust their good grain to unfit cars, have the option of relining the cars at their own expense, or delaying until the carrier finds a box car which can transport grain without leaking.

The courts have decided time and again that the railroad company must provide cars in fit condition to receive freight, and strong, well fitting grain doors are necessary to place any car in condition to receive bulk grain. Remarkable as it may seem, some railroads neglect to furnish grain doors and ignore the shippers' repeated requests for doors.

The demand for compensation for coopering cars, made so frequently during the last year by shippers in different sections of the country, is the direct result of carriers' laxity in keeping cars in fit condition for transporting grain and in supplying grain doors. This unnecessarily increases the cost to the shipper of getting his grain to market, and the sufferers would be disloyal to their own interests and their brother dealers if they failed upon every opportune occasion to make a demand upon all carriers for compensation for material, labor and time expended in placing the cars in fit condition to transport grain.

Relief Needed from the Agitators.

Grain dealers everywhere owe it to their own business to read carefully the able address of Pres. Eickenberry, delivered at the Cedar Point meeting of the Ohio Ass'n and reported elsewhere in this number. In fact it is worthy of several careful readings by everyone interested in the welfare of the grain trade.

The sooner more grain dealers apply themselves to the study of the trade's larger and more serious problems, the sooner will they be able to pass the message of truth on to others and thereby help to check and reduce the agitation which has so long been waged by unprincipled demagogues against the grain business. No other line of commercial effort aspires to higher, fairer business ethics than the grain trade, and no other line of business will admit the folly of conducting its business on such a narrow margin of profit as do grain dealers. In fact their margin is so very narrow that the hazards of business frequently sweep grain merchants, who have previously been successful, from prosperity

to the verge of want, in a few transactions.

Many of the hazards of the business can be reduced and some can be eliminated, but the political agitator will disturb and menace the grain trade, until the people are educated to a clear understanding of the grain business and its different fields of activities. With the elimination of the agitator and the demagogue, the progressive men in the grain trade will proceed as has been their wont for fifty years, to improve the conditions surrounding the grain trade wherever an opportunity affords.

Cost of Handling Grain.

It is gratifying to the publisher, and it must be gratifying to students of grain problems, who present well prepared addresses at different conventions, to know that they are carefully read and considered by dealers in distant sections of the country. Mr. Smith's address on "The Cost of Handling Grain Through Country Elevators," which was published on page 926 of the Journal for June 10th, not only gained the attention of the president of the Ohio Ass'n, who passed the message on to the members of that organization, but also induced many other dealers to sharpen their pencils, and those who have taken the time to write us have expressed amazement at the large cost of getting grain through their elevators.

Shrinkage and the loss of grain in handling, as well as the frequent loss due to deterioration, are seldom taken into consideration in cost of handling computations, but a review of the accounts of any dealer for the past year will disclose real losses in this line. The majority of business houses keep an accurate record of every penny expended in the conduct of the business, and also charge up a reasonable interest on the investment and allow 8 to 10% for depreciation.

As soon as grain dealers who depend upon their side lines for their profit begin to keep a separate set of books for their grain business, they will demand a larger margin of profit, or discontinue entirely the handling of grain. The common hazards of the business are too great to permit any man who is anxious to accumulate a competency for his old age, to take such wild chances, without demanding reasonable compensation in return.

One more important advantage of careful bookkeeping would be the detection and elimination of wasteful and expensive practices, which alone keep many country elevator men from deriving a profit from the grain business. Until all dealers undertake to keep a careful record of every transaction in connection with the grain business, there is not likely to be much permanent improve-

ment, because the progressive men in the trade who do study these problems will often be led into giving away profits and working for nothing by the unreasonable competition of ignorant overbidders. It is true that the fighters seldom last long, but it is also true that a new crop of fools jumps into the breach as soon as they are taken away by the sheriff, so that the man who really knows what it costs to do business is often unable to conduct his business safely if he meets competition.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 39930 passed thru Lebanon, Ind., June 19, leaking white corn over drawbar.—N. W. Mattix & Co.

W. C. 17986 passed thru Adams, N. D., June 19, leaking oats at doorpost.—Carl Anderson, agt., Minnetonka Elvtr. Co.

M. C. 27817 was set out on siding at Mt. Comfort, Ind., June 18, leaking yellow shelled corn at one end; had apparently been jammed; will be repaired before being sent on. Came from Peoria, Ill., destination West Virginia; R. R. agent said C. C. & St. L. R. R.—F. C. Williams, mgr. Mt. Comfort Grain Co.

M. & St. L. 6322 passed thru Paton, Ia., June 18, in R. I. train, leaking oats badly at end.—W. H. Hubbard Grain Co.

C. N. W. 105910, eastbound, on extra No. 2329, passed thru Franklin Grove, Ill., June 16, leaking yellow corn at sheathing on side of car.—W. A. Pegram, mgr. Farmers Elvtr. Co.

M. & St. L. 16672 was set out at Winthrop, Minn., June 15, sheathing on side being badly bulged out. Car was billed at Ormsby, Minn. Contained white shelled corn which was transferred to C. M. & Puget Sound 203440.—Carl Hagg, agt. C. A. Malmquist & Co.

C. & E. I. 35826 was set out at Lochiel sta., (Fowler p. o.) Ind., June 13, leaking yellow shelled corn at end; short floor boards; must have lost several bus.—Farmers Elvtr. Co.

Wabash 72967 was set out at Marshfield, Ind., June 6, on account hot box, leaking yellow corn; both ends sprung out badly; could not repair to do any good.—P. J. Wolfram, Wolfram Grain Co.

C. & E. I. 60086 was seen at 86th St., Chicago, Ill., on Belt Ry., leaking corn. Car was being switched by Belt engine about 3:45 P. M., June 6. As car was bumped it leaked across entire west door.—Gus Vock, with Carl F. W. Pfeiffer.

I. C. 36909 was set out at Pesotum, Ill., June 3, leaking yellow corn badly at east side near each end. About 50 bus. ran out which was picked up and put in car by section men who repaired car best they could.—Davis & Gilles.

R. I. & P. 2156 from the I. C. on C. & N. W. southbound, passed thru Onawa, Ia., June 3, leaking corn at three corners. Also M. & O. 9491 from I. C., leaking corn at side with doorpost broken out at sill.—A. D. Post, mgr. Farmers Elvtr. Co.

C. M. & St. P. 52360 passed thru Owego sta. (Salix p. o.), Ia., June 3, leaking corn at end. Notified brakeman, no attempt to fix.—Geo. Worley.

L. E. & W. 7614, eastbound, via L. E. & W. R. R., passed thru Paxton, Ill., June 2, leaking yellow shelled corn over wheel. Train did not stop.—B. M. Rollins.

Harvest.

Harvest time baen almost hare;
Der prospects dey baen fine,
An grain men sure baen smiling
En der gued ol summer time.

Der farmers, tu, baen happee,
For der harvest dey skal reep;
Der oats krop et baen planty,
An dey sure skal ha sum veet.

But von tank ve must not forgat,
As sure as you baen born,
Et looks as tho short acreage
Baen laft for raising corn.

—KNUTE KNUTESON.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Are Fire Escapes Compulsory in Kansas?

Grain Dealers Journal: Are the recommendations of the Public Utilities Commission of Kansas in regard to the installation of fire escapes on grain elevators compulsory?—Jno. W. Taylor, mgr. Farmers Mill & Elevator Co., Concordia, Kan.

Ans.: The author of the fire escape law has stated it was not his intention to apply it to country elevators, and it is not being enforced. It is likely that the next Kansas legislature will amend the law to specifically exempt country elevators.

Storing Grain Under New Illinois Utility Law.

Grain Dealers Journal: Will the Journal please advise what is the law with reference to storing grain under the utility act by country grain men? Can one store grain and charge insurance without violating the law?

I would rather not store grain but I understand some of my competitors are going to store grain and charge insurance, but not storage.—J. V. Shaughnessy, Mar-seilles, Ill.

Ans.: Until the Illinois State Public Utilities Commission announces regulations to govern country elevators such elevators can be conducted without regard to the new law. The Commission has not promulgated regulations for elevators, in the country, and is not likely to do so soon.

How Can Shipper Recover for Repairing Cars?

Grain Dealers Journal: Missouri shippers are now convinced that the railroads propose to furnish cars for the transportation of grain which are unfit for service, and no doubt many cars which are in very bad condition will be tendered shippers for loading. Many of these cars may be placed in fit condition to transport grain, if the shipper will take time to line them thoroly. It seems unfair that the railroads should expect us to expend so much time, labor and material on their cars. When the average shipper is ready to load out grain, he either has a contract

to fill or needs the bin room, so is in a hurry to get into action. If there is any way that shippers can recover for the service rendered, we would like to know what is the best way to go about it.—Very truly, Silex Grain Co.

Where is Seed Rye Grown?

Grain Dealers Journal: Can readers of the Journal give us any information regarding the best section of the United States for rye, in other words where most of the rye crop that is harvested for seed is grown?—Hyde Seed Farms, McFall, Mo.

How to Make Cement Impervious?

Grain Dealers Journal: Do readers of the Journal know of any preparation to put in cement that will keep the water from going thru? The pit of our elevator is 8 feet deep. We are bothered with water going thru the walls which are 8 ins. to 16 ins. thick.—Bealmer & Sons, Atlanta, Mo.

Storing Wheat Under New Illinois Law?

Grain Dealers Journal: What is required of the country dealer by the late law before accepting wheat for storage?—Hurst Bros. & McNutt, Hutsonville, Ill.

Ans.: The law creating a new Utilities Commission to succeed the Illinois Railroad & Warehouse Commission does not directly make any requirements of grain warehousemen, but places them under the jurisdiction of the Commission, the same as street car companies, electric light corporations, telephone companies and others serving the general public, and the Commission has issued no regulations for country grain warehousemen.

Cannot Wait for Coopered Cars.

Grain Dealers Journal: We have written the R. R. Co. serving notice on them that we will expect all cars for grain to be supplied with grain doors or grain boards but have received no reply. If we have to keep account of the lumber used in the grain doors, we will do so and try to collect afterwards. We cannot refuse the cars on account of not being furnished with doors or boards as many of our orders are taken for stated time of shipment and we have to get our shipments off promptly.

The B. & S. road has always given as its reason for not supplying doors or boards the fact that its connecting lines will not furnish boards or re-imburse it (the B. & S. road) for grain doors furnished.—Very truly, H. B. Low & Son.

Failure to Furnish Grain Doors?

Grain Dealers Journal: If the railroad company refuses to furnish grain doors or grain boards for grain cars to be shipped out of the state, can we compel the railroad company to furnish the doors or boards, or cars equipped with them?

We have been refused doors or boards for the past three years and we would like to know if we can compel the railroad company to furnish cars equipped with doors. In case we refuse to accept cars without the doors or boards, what shall we do?—H. B. Low & Son, Orangeville, Pa.

Ans.: Grain doors are just as essential as the floor or roof of the car, and the shipper who refuses to load a car without grain doors when the railroad company has

refused doors, can bring suit in the federal court, on an interstate shipment or destination, for failure to furnish cars. The local station agent should be served with written notice of the destination and why the car tendered could not be used, and the shipper should retain copies of this notice, a separate notice on each car, to use as evidence.

Decisions on Penalty Clause?

Grain Dealers Journal: I have seen, at different times, in the Journal decisions of courts in Iowa relative to the one-half cent penalty clause adopted very generally by so-called co-operative grain elevators. As I remember, the Iowa courts have declared this provision illegal. I wud like to have the Journal give me instances and issue numbers of the Journal so that I can find these in my files.—A. R. Martin.

Ans.: The two decisions against the penalty clause in Iowa were published May 10, 1913, page 698, and March 25, 1914, page 469, the first being Reeves, a hog buyer, v. Farmers Co-operative Society of Decorah, Ia., and the second that of Ludowese, a farmer, v. Farmers Mutual Co-operative Co., of Hesperia, Ia., the Supreme Court of Iowa in both cases holding the clause to be an unlawful restraint of trade.

Program Nat'l Hay Ass'n Meeting.

An extended program has been arranged for the 21st annual convention of the National Hay Ass'n to be held July 14-16 at Cedar Point, O., as follows:

Tuesday, 9:30 a. m., July 14.

Report of Board of Directors, Pres. D. W. McMillen, Van Wert, O.
Legislation Com'te Report, P. E. Goodrich, Winchester, Ind.
Joint Hay and Grain Com'te Report, H. C. Jones, Baltimore, Md.
"Some Problems of the Past, the Present and the Future," N. W. Cunningham, Bluffton, O.
Crop Improvement Com'te Report, T. J. Hubbard, Birch Run, Mich.
Report of Chief Inspector, C. J. Sealy, Cleveland, O.
Appointment of Com'tes.

Wednesday, 9:30 a. m.

Report of State Vice Presidents, Egil Steen, Baltimore, Md.
Statistics Com'te Report, B. A. Dean, Auburn, N. Y.
"Pending Federal Legislation Relating to Marketing Farm Products," J. C. F. Merrill, Sec'y Board of Trade, Chicago.
Transportation Com'te Report, H. H. Driegs, Toledo, O.
"Relation Between Receiver and Shipper," C. C. Ramey, New York.
"Relationship Between Shipper and Receiver," E. M. Wasmuth, Roanoke, Ind.

Wednesday, 1:30 p. m.

Arbitration Com'te Report, M. C. Niezer, Ft. Wayne, Ind.
"Alfalfa," Prof. P. G. Holden, Chicago, Ill.
Grades Com'te Report, F. L. Young, Lansing, Mich.
Sec'y-Treas. Report, J. Vining Taylor, Winchester, Ind.

Thursday, 9:30 a. m., July 16.

Report of Committee on Board of Directors' Report.
Report of Resolution Committee.
Unfinished Business.
New Business.
Report of Committee on Nominations.
Installation of Officers.
Adjournment.

LABOR in the Kansas wheat fields is at a premium according to the latest reports from that state. So also are box cars. Harvest hands are being kidnapped and taken to the wheat field which now are everywhere ready for cutting. Some one recently asked Walt Mason to write a wheat poem and replied, "There's too much wheat to be handled to write poetry about it."—Southworth & Co.

Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Cost of Handling Grain Thru Elevator.

Grain Dealers Journal: In your issue of the 10th instant page 902 you have an article on the cost of handling grain. Every word of it is a fact. I have just finished compiling figures for the past year on the cost per bushel of handling grain of all kinds. It surprised me and no doubt will some others who have never figured the cost.

Of course the past year has been a dull one, and the expense per bushel is higher than it would be if we handled a larger volume of business. The extra help employed would not cost any more per day if kept busy than it would if working only part of the time during the day. We could handle ten thousand bushels of oats and wheat a day just as cheaply so far as labor goes, as we could half that much.

But to get back to the subject. Handling grain last year cost us nearly four cents a bushel. By cost I mean every item of expense that goes with the grain business, from pins to everything to the top of the elevator. I think this is the right way to get at the cost. Now then, we are allowing a three cent margin per bushel on oats and a four cent margin per bushel on wheat and corn. We of course get the benefit (sometimes), of the rise in values.

I contend that no grain dealer, one year with another, can make money or even a living, on less than a five cent margin. I heard a man who was formerly an employee of a grain buyer say not long ago, that if a shipper made one and one-half cent a bushel on wheat, he was doing well. (This employee has a farm and wheat to sell.) His employer broke up some years ago.

No other business receives so little consideration as the grain business. Our merchants in town are protected against the peddler (scooper), for when he comes to town he must pay a fee. Anybody can order cars and have them set right under our nose, and load into them any kind of produce the farmer raises. The farmers laugh and say that they will bring us fellows to time. They not only do that, but bring some of the shippers to suicide. This same farmer will go to town and pay his merchant a profit of from 40 to 200 per cent and tell him he is glad to see him doing well, but if a grain dealer shows any signs of prosperity, this same farmer will say "He made it off of me."

We have a telephone company in our town. A few years ago another company wanted to come in and asked for a franchise. The city dads got together and refused the new company a franchise. Our lighting company had the same experience. Has not the shipper some rights to protection? I answer, he has, but he gets it not. It is useless for me to go any farther for there is not an experienced grain man who will disagree with me.

We have the scooper to contend with, and he is the fellow who makes us do business at cost and sometimes below. The regular shipper ought to be protected from this class of men.—Yours truly, Nickel Grain Co. J. G. Bauer, Mgr., Valparaiso, Ind.

Care Needed in Loading Grain.

Grain Dealers Journal:

Now that we are fast approaching the season when shippers and receivers are looking forward to a bumper crop, it should behoove all of us to lay our plans so that we may handle it in the most economical and expeditious manner. This applies to all who are interested in the practical handling of grain, and in as much as we all have our imperfections we should at least make an effort to improve on our last season's work wherever possible.

The weighing and the operation of loading and unloading grain from cars has not as yet reached the scientific stage; it is simply a business which requires the application of system and common sense.

There are three requisites which in a large measure are the basis for good results in weighing. These might be termed the fundamentals of the business as they consist of a good scale built according to modern requirements, a competent weigher and a systematic detail of everything that pertains to the physical operation of handling the grain into and from the car.

Incidental and closely related to the main operation is the cooperage and preparation of cars for the receipt of grain. We do not speak of this feature of the work in a secondary sense of importance to the weighing, as we feel satisfied from experience that it is absolutely necessary that cars should be well coopered and cleaned of all foul and foreign material before loading, otherwise we will not receive the benefits which should come as a result of proper weighing facilities.

As the scale is the starting point of each transaction it becomes absolutely necessary that it be correct and that there is a permanent accuracy established as a result of care and attention, not only to the scale but to the spouts and legs through which the grain passes en route to and from car; and right here let me say that there is no business however small that does not need system and check as a conservator of one's bank account.

Centralization of responsibility is a very large factor in the modus operandi of handling grain, as without it you will never know where to attach the blame for errors that may occur. Divided responsibility, where more than one person performs the weighing service is dangerous, and without system becomes doubly so.

Shippers using wagon scales, whether their own or the town or City Scales should know they are correct and now is the time to find out. Preliminary to making test of wagon scales where there is no opening to pit, take off part of the deck—the more the better—as you will then have a chance to examine thoroughly the parts and clean out the loops and knife edges and also the pit itself which is frequently full of dirt and water where drainage is defective.

Where automatic scales are in use check denominational weights in box before loading and know that you have the right amount, as the absence or addition of 10 or 20-lb. weight in five or six hundred draughts will mean considerable, and I might add here that you keep clean the weight boxes as any additional weight not

in calculation will be against you loading out.

The proper coopering of cars should appeal to and very much interest those shippers who are so situated that they cannot furnish correct weights or have no weight at all. No doubt it becomes very embarrassing in a financial way when they receive returns with exceptions on Bad Order Blank "Leaking Badly" and find they are not in position to make valid claims for loss; therefore, I would urge this class to pay particular attention to cooperage and give it personal attention.

Where there is no weight to be had trim grain in car to a level and measure depth and interior length and width of car to arrive at the cubical contents. This when done properly and you know the weight of grain per bushel, will give you a very close estimate of the contents.

You cannot examine the equipment too closely as much of it has been standing idle for months on sidings and must be in bad condition, and inasmuch as many of the carriers have found it to their advantage to furnish material such as paper, burlap, etc., for coopering, I believe it should be used in such manner as to effectually prevent leakage. When you get into an old car and there is some doubt about floor cracks or other openings, cover them with burlap or anything to prevent leakage, as it can be much better done from the inside before loading. Make a thoro inspection of cars after loading and tap sides and ends for leaks or evidence of leakage, and see that your cars are properly sealed with consecutively numbered seals and retain record of same.

The foregoing also applies to those who consider their weights good, and as an additional precaution I would suggest that joint inspection be made with carrier's clerk or agent recording your exceptions, in duplicate, to any physical defect found in car that may cause trouble. I believe, however, that when shippers decide to load a car they should exercise care in coopering, making whatever reinforcements they think necessary, bearing in mind their privilege to reject a car when unfit to load. Co-operation and conservation should be the keynote of the coming season, if we desire to accomplish much we should aim high.—Yours truly, John Dower, Supervisor of Weights, St. Louis, Mo.

Coming Conventions.

July 14-16. The 21st annual convention of the National Hay Ass'n will be held at Cedar Point, O.

July 15-16—North Dakota Ass'n of Managers of Farmers Co-operative Elev. Co's. at Grand Forks, N. D.

Oct. 12-14—Grain Dealers National Ass'n at Kansas City, Mo.

I COULD NOT do without the Journal.—W. E. Ashmore of Campbell & Ashmore, Kansas, Ill.

JUST COULD NOT do without the Grain Dealers Journal.—Fred Rose, mgr. M. Heidloff, New Canton, Ill.

WE READ all the Grain Dealers Journal and are very much interested in it. The Asked-Answered columns are of much importance to us and should be to every grain dealer.—P. J. Wolfram, Wolfram Grain Co., Marshfield, Ind.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CALIFORNIA.

San Miguel, Cal., June 19.—Barley harvest well under way; yield and quality above average; wheat will be ready to harvest about June 22; large crop; quality good.—W. A. Wilmar, agt. Southern Pacific Mfg. Co.

CANADA.

Melfort, Sask., June 8.—Wheat and oats in this territory in fine growing condition; ideal growing weather.—C. W. Smith.

Moose Jaw, Sask., June 18.—Crop conditions very favorable thruout western Canada; wheat acreage 10% greater than last year; flax about 10% less, due to dry weather in May; had more than average rainfall this month; everything making wonderful growth; farmers all busy summer plowing.—John T. Snodgrass, Snodgrass Grain Co.

Toronto, Ont., May 15.—Fall wheat prospects encouraging; came thru winter practically unscathed; young wheat suffered severely thru April from ice and heaving but area plowed up is not great and farmers have drilled barley and small grains in bare spots; bulk of fields seem somewhat spotted and patched; little injury from insect; only odd mention of hessian fly. Soil in splendid condition for seeding; most of it done.—Ontario Dept. of Agriculture.

Winnipeg, Man., June 11.—Estimated acreage under crop in Manitoba, Saskatchewan and Alberta is: Wheat 10,952,000 acres, compared with 10,531,000 acres in 1913 or 4% increase; oats 6,017,000 acres, compared with 5,470,000 acres in 1913 or 10% increase; barley 1,226,500, compared with 1,115,000 acres or 10% increase; flax acreage 918,000 acres, compared with 1,106,000 acres or 17% decrease. Condition of growing crop first class; with favorable weather prospects splendid for large yield.—Frank O. Fowler, sec'y Northwest G. D. A.

Winnipeg, Man., June 20.—Total wheat acreage in Canada is 11,203,800 acres, which is 188,800 acres more than 1913; spring wheat acreage 10,230,500 acres, which is 185,500 acres more than 1913; fall wheat acreage expected to be harvested 924,300 acres, which is 3,300 acres more than last year; oats acreage 10,811,000 acres, compared with 10,434,000 acres for 1913, which is an increase of 477,000 acres; barley acreage 1,604,000 acres, which is 9,000 acres less than 1913; rye acreage 111,070 acres, compared with 119,300 acres for 1913. In Manitoba, Saskatchewan and Alberta total wheat acreage is 10,247,400 acres, compared with 10,036,000 acres in 1913; oats acreage 6,086,000 acres, compared with 5,792,000 acres in 1913; barley acreage 1,041,000 acres, compared with 1,025,000 acres in 1913; this being an increase of 211,400 acres wheat, 294,000 acres oats and 16,000 acres barley, or total of 521,400 acres more than 1913. In Manitoba wheat acreage is 2,788,000 acres, compared with 2,804,000 acres in 1913; Saskatchewan wheat acreage is 5,848,300 acres, compared with 5,720,000 acres in 1913; Alberta wheat acreage 1,611,100 acres, compared with 1,512,000 acres in 1913. Condition fall wheat 79%; spring wheat 93%; all wheat 91%; oats and barley 92%; rye 89%; peas 92%; mixed grains 93%.

COLORADO.

Denver, Colo., June 10.—Wheat acreage normal condition 110%; none plowed up; oats acreage 110%; corn acreage 10%; prospects perfect.—Ady & Crowe.

GEORGIA.

Atlanta, Ga., June 12.—No wheat to amount to anything raised near Atlanta and not enuf in state to count.—Joseph Gregg & Son.

IDAHO.

Pocatello, Ida., June 16.—Crop conditions excellent; acreage increased; more grain will be raised per acre.—I. S. Lambing, agt. F. C. Ayres Merc. Co.

ILLINOIS.

Marseilles, Ill., June 16.—Crop prospects good.—J. V. Shaughnessy.

Palestine, Ill., June 18.—Wheat fine; will be threshing by the 20th.—J. G. Webster Grain Co.

Mahomet, Ill., June 24.—Corn never better; oats much improved by recent rains; wheat unusually good.—Wm. Wykle.

Geneseo, Ill., June 16.—Corn in this vicinity never looked better for this time of year; oats fair.—John J. Guild & Son.

Roberts, Ill., June 15.—Corn nearly perfect; oats not so good; too hot and dry.—J. E. Parkin, mgr. Farmers Grain Co.

Casey, Ill., June 16.—Corn prospects best ever; oats poor account dry weather; wheat good; acreage small.—Buxton & Appleby.

Danvers, Ill., June 18.—Crops in fair shape; oats will be short 30%; corn looks good; needs rain.—H. W. Johnston, Levi Johnston & Son.

Wataga, Ill., June 10.—Oats heading very short; corn growing fine; green bugs in wheat; promise of good crop if have rain soon.—Farmers Elvtr Co.

Womac sta., (Carlinville p. o.) Ill., June 16.—Wheat ½ crop; no oats will be cut; corn infested with chinch bugs.—J. T. Pembroke, mgr. G. B. Carrico.

Clinton, Ill., June 23.—Farmers estimate wheat will average 18 to 20 bus.; oats and corn doing well at present but need good soaking rain.—A. McCarty, mgr. Conley, Quigley & Co.

Millington, Ill., June 18.—Crops fine with the exception of oats which are a little short on account of lack of moisture; prospects for corn never better.—Louis Weeks, of Millington Grain & Supply Co.

Pocahontas, Ill., June 10.—Wheat acreage 110%; some plowed up and nothing sown in its place; some made into hay; oats and corn acreage same as last year; oats about gone; 40 to 50% crop wheat to be harvested.—Union Roller Mfg. Co.

Greenfield, Ill., June 19.—Just harvested largest wheat acreage this section ever had; will average 18 to 20 bus.; quality good; corn looks fine; with occasional rain will raise big crop; oats short; will not raise enuf to do us this year.—E. D. Woolley.

Harmon, Ill., June 16.—Crop conditions in this locality exceptionally good except some of low ground affected by too much rain; considerable wheat plowed up on account of hessian fly; remainder doing good; both oats and corn have good color; well advanced for this time of year.—E. L. Compton, agt., F. Hettinger.

Stoy, Ill., June 10.—Not extra amount wheat raised, but what is here looks good; will yield about 25 bus. on best ground; acreage same as last year; oats failure account not having rain soon enuf; corn being planted in earnest; looks fine; acreage considerably increased; had good rain about 10 miles June 5; did not do much good.—W. E. Shoffstall Co.

Bloomington, Ill., June 22.—Just having fine rain here; corn conditions could not be better. I find myself out of sympathy with the alarming reports regarding oats in this section; have covered considerable territory and find oats good color; none too short to be harvested; heading well, very small acreage will have to be cut with mower; oats much better than last year in my opinion; if showers are general and cool weather follows will have fair crop; do not expect large yields south of Bloomington, but north and east will have splendid oats.—Baldwin Grain Co.

INDIANA.

Adams, Ind., June 24.—Crops all good.—Lobell Jackson.

Daleville, Ind., June 24.—Wheat and corn fine; oats poor.—J. P. Shoemaker.

Boswell, Ind., June 24.—Oats short; corn fine; wheat fair.—J. F. Doan.

Knightstown, Ind., June 24.—Wheat and corn good; oats ½ crop.—T. B. Wilkinson.

New Castle, Ind., June 24.—Corn fine; oats short; wheat good but thin.—A. E. Morris.

Waynetown, Ind., June 24.—Oats no good account dry weather; wheat fine.—D. C. Moore.

Albany, Ind., June 23.—Wheat looking fine; corn and oats short.—L. B. Beach, Beach & Simmers.

Kokomo, Ind.—June 24.—Oats will make ¾ crop; corn good; wheat a little better than average crop.—Owen Duchess.

Francisville, Ind., June 15.—Crops look fine, but need rain; not much of a wheat country, but what there is, is fine.—Farmers Elvtr. Co.

Lochiel sta. (Fowler p. o.) Ind., June 13.—Corn looking good; oats need rain; some are heading out at 6 in. high.—Joe A. Stone, mgr. Farmers Elvtr Co.

Montezuma, Ind., June 20.—Wheat acreage increased 3%; 1% plowed up; remaining acreage will make 3/5 crop; need rain badly for growing crops.—Montezuma Mill & Elvtr. Co.

Bloomington, Ind., June 20.—Wheat never better in this section; prospect for good yield; ripening up with very little rain; oats short account rain.—Fred Duncan, mgr. Bloomington Mill Co.

Colfax, Ind., June 18.—Corn needs rain badly; will not get ½ crop oats unless we have rain in a day or two; wheat ripening; not filling as it should; no rain since May 10.—C. F. Gery, mgr. Colfax Grain Co.

Sedalia, Ind., June 15.—Corn prospect good; wheat and oats so deteriorated by hot dry weather that ½ crop is looked for; unless rain comes soon corn will be affected.—M. S. Hufford, prop. Sedalia Grain & Fuel Co.

Washington, Ind., June 20.—Wheat acreage increased 10%; condition increased 50%; none plowed up; oats acreage 100%; condition 50%; too dry; corn acreage 100%; condition 75%; greater part new wheat cut.—Spink Mfg. Co.

Shadeland, Ind., June 19.—Corn in this locality looking fine; wheat ½ crop account fly; think oats will not get high enuf to bind, as we have not had enuf rain to lay dust for 6 weeks.—Jas. Crowe, agt. Robt. Alexander.

Indianapolis, Ind., June 24.—Oats about ½ crop; corn good; needs rain. This refers to south half of grain section of Illinois; this territory dry last year and same condition prevails this year.—Wm. Hayward, mgr. Mutual Grain Co.

IOWA.

Loveland, Ia., June 18.—Crops best in 20 years.—D. H. Bailey.

Remsen, Ia., June 12.—Grain looking better than for years; plenty of rain.—T. Krahler.

Rock Rapids, Ia., June 20.—Crops looking fine; with reasonably dry weather from now on will have bumper crop.—L. G. Peters, agt. St. John Grain Co.

Ollie, Ia., June 20.—Corn never looked better at this time of year; oats short; had much needed showers recently.—W. H. McCarty, mgr. Ollie Grain Co.

Terrill, Ia., June 18.—Crops look good; has been too wet to plow corn; prospect for fair weather now; oats look good; considerable drowned out in low ground; prospect for average crop; no wheat in this territory; little barley sown.—E. H. Hunt, agt. De Wolf & Wells Co.

Des Moines, Ia., June 14.—The conditions unusually favorable for growth; average temperature about 8° above normal; all parts of state received copious to heavy rains; field work delayed; small grain getting too rank. Corn made phenomenal growth; will average knee high. Oats heading in all sections; in southern counties filling well, altho straw will be short; in northern and western counties some

oats lodged before they began heading.—Iowa Sect. Weather Buro, U. S. Dept. of Agriculture.

KANSAS.

Garfield, Kan., June 22.—Wheat best ever.—J. G. Smith.

Oskaloosa, Kan., June 22.—Wheat good; all crops look well.—A. D. Robinson.

Ottawa, Kan., June 8.—Large wheat crop both acreage and yield.—J. B. Sikes.

Marion, Kan., June 15.—Wheat, corn and kafir in fine shape.—Karl Ehrlich Grain Co.

Solomon, Kan., June 19.—Wheat, corn and oats fine.—Farmers Grain, L. S. Co-operative Merc. Assn.

Kelso, Kan., May 25.—Wheat never looked better; prospect good for wheat, oats and rye.—M. O. Lombert.

Herington, Kan., June 15.—Wheat, corn and oats fine; kafir corn hurt by chinch bugs and army worms.—S. F. Hacker.

Ames, Kan., June 18.—Grain good; beginning to harvest wheat now; oats looking fine.—Agt. Baker Crowell Grain Co.

Herndon, Kan., June 19.—Crops good; did not have much of crop last 3 years.—M. A. Zwickl, agt. Central Granaries Co.

Pratt, Kan., June 9.—Crops all looking good; started to cut wheat Sunday which will average 28 bus.—Paul Dewey.

Herndon, Kan., June 20.—Wheat excellent; will make from 15 to 20 bus. with some fields yielding 30 bus.—Malone & Wenzel.

Salina, Kan., June 20.—Wheat looking extremely good; should average 20 bus for county.—C. M. Todd, sec'y Lee Warren Mfg. Co.

Woodbine, Kan., June 16.—Wheat and oats fine; corn fair; kafir acreage small; looks good.—E. W. Volkman, mgr. Mitch Grain Co.

Almena, Kan., June 18.—Crop prospects fine; some smut reported in wheat; corn looking good; having plenty of rain.—M. S. Mellor.

Abilene, Kan., June 17.—Wheat, corn and oats all fine; kafir has good stand.—D. Sommers, mgr. Farmers Co-operative Elvtr. Co.

Bronson, Kan., June 10.—Oats and flax acreage large; prospect very good for big yield; could stand a little more rain.—J. E. Goodno.

Herndon, Kan., June 18.—Small grain fair; principal crop is winter wheat; corn late; acreage small.—David Walsh, mgr. Farmers Elvtr. Co.

Volland, Kan., June 11.—Prospect for big wheat and oats crop; corn good stand; not much small grain raised here as this is cattle country.—J. F. Shepp.

Goddard, Kan., June 12.—Corn and oats in fine condition; wheat best ever seen; will average at least 25 bus.—J. S. Knoblauch, mgr. Farmers Elvtr. Co.

Hutchinson, Kan., June 18.—Rained some yesterday and all night last night; misty today; dealers say no damage to wheat if sun comes out now.—W. B. G.

Bronson, Kan., June 10.—Corn looks very good in this section, but will need lots of rain during July and August; have not had a good rain for 10 days.—W. H. Noble.

Chetopa, Kan., June 10.—Wheat harvest begun; oats ready in 10 days; crops best ever; expect large wheat and oats crop; no bugs.—J. F. Hazel, mgr. Chetopa Grain Co.

Pratt, Kan., June 18.—Recent rains and wind have caused grain to lodge in few places, but with such weather from now on there will be no serious loss.—J. V. Harkrader.

Strawn, Kan., June 16.—Army worm has done some damage to corn; oats extra good; promises to be largest crop ever known here; wheat cutting just begun; good prospects for 35 bus. yield; fine rain today but cutting will commence at noon tomorrow.—Edw. Kuhlman.

Quenemo, Kan., June 9.—Wheat looks good; will average from 20 to 25 bus.; have largest oats acreage sown in years; getting along well; will be cutting this week.—D. W. Wilson.

Oxford, Kan., June 16.—Wheat in fine condition; few fly complaints; ½ wheat crop cut in fine shape with good weather; will cut oats in about a week.—B. E. Fischer, mgr. Oxford Mill & Elvtr. Co.

La Harpe, Kan., June 10.—Corn progressing nicely, but needs rain from here out; oats and flax also looking good; only 130 acres put to wheat in this section, but farmers report average of 35 bu. for it and fine quality.—O. D. Hartley, mgr. Hackney & Son.

KENTUCKY.

Pembroke, Ky., June 17.—Wheat all harvested in fine shape; good average yield; considerable straw, but fear it did not fill as well as if we had rain 2 weeks ago; having severe drouth now; no rain since May 9 except local showers; all crops suffering on account lack of moisture.—S. B. Jones.

MICHIGAN.

Parma, Mich., June 10.—Oats and wheat will make good crop from present indications.—James A. Dean, pres. Parma Merc. Co.

Grand Ledge, Mich., June 22.—Wheat crop normal with great promise; oats crop normal; good promise; corn and beans good stand; rye looking fine; acreage large.—Humphrey-Holt Co.

Tekonsha, Mich., June 16.—Weather fine; ground in good condition; corn all planted; looks fine; acreage large; rye looks good; oats acreage large; good growth and color; wheat prospects not so good.—Abrams Grain, Feed & Seed Co.

Ithaca, Mich., June 23.—Wheat acreage more than 4 times last year; crop looks exceptionally good; prospects never better; yield will likely exceed any previous year; indications for bumper crop wheat, oats and corn.—C. W. Miller, mgr. Gleaner-Farmers Elvtr. Co.

MINNESOTA.

Beaver Creek, Minn., June 10.—Crops looking good; corn acreage increased 15%; barley acreage decreased 50%.—H. S. Cragg, mgr. Beaver Creek Elvtr. Co.

Minneapolis, Minn., June 18.—Rainy weather last week but this week has been clear and cool; conditions uniting to make ideal growing weather. Rains last week caused damage in some localities in southeastern and southwestern Minnesota; additional rains have caused no damage in South Dakota except preventing cultivation of corn; North Dakota had local showers; practically no harm has been done yet; cool bright weather for next week would do much to insure satisfactory out-turn of crop.—The Van Dusen Harrington Co.

MISSOURI.

Sandy Hook, Mo., June 16.—Good wheat crop.—John Cramer.

Norborne, Mo., June 10.—Wheat ½ crop; corn poor; stand only 70%.—Fred Knipschild & Co.

Wakenda, Mo., June 10.—Wheat 50% normal crop; corn looks good, but needs rain.—E. L. Stanley, mgr. Wakenda Elvtr. Co.

Hardin, Mo., June 10.—Wheat 65% crop; corn looks bad, but with rain can make good crop; not oats country here.—R. V. Seward & Sons.

Tarkio, Mo., June 23.—Expect better than average wheat yield; few oats grown here; corn looking extra fine; good stand; good color; clean.—J. B. Shaum Grain Co.

De Witt, Mo., June 9.—Wheat will make 40% normal crop; corn on bluff land good, on bottom land poor; all needs rain; oats poor; will not make over 60% crop.—Crispin & Crispin.

McFall, Mo., June 15.—Crops look good; wheat ready to harvest; promises good yield; corn looking good; well tilled; fields very wet on account of recent rains.—Hyde Seed Farms.

Malta Bend, Mo., June 20.—Wheat in shock; farmers report "berry excellent"; conditions for threshing ideal; corn is splendid; plenty of moisture for present; oats poor.—F. D. Stockman Ice, Fuel & Grain Co.

Westboro, Mo., June 10.—Some damage done to early sown wheat only; good rain evening June 9 which was badly needed for wheat, corn and oats; corn is clean; good prospect at present for all crops.—Westboro Grain Co.

Columbia, Mo., June 15.—Crop outlook more cheering than in the past 6 weeks; bountiful rains have saved corn. Wheat crop better than first reports indicated; harvesting proceeding steadily. Oats are disappointing.—Jewell Mayes, sec'y State Board of Agriculture.

MONTANA.

Choteau, Mont., June 16.—Crop prospects fine.—C. L. Streeter, mgr. Farmers Elvtr. Co.

Yates, Mont., June 11.—Crops looking good.—F. A. Armentrout, agt. Occident Elvtr. Co.

Nihill, Mont., June 15.—Crops look fairly good; plenty of moisture so far.—J. G. Geiken, agt. Rocky Mountain Elvtr. Co.

Plentywood, Mont., June 11.—Crop prospects are encouraging so far; plenty of rain.—J. V. Pappenfus, mgr. Farmers Elvtr. Co.

Roundup, Mont., June 10.—Have had considerable hail thru this territory this season; more than for years past; spring grains more extensively sown than fall wheat on account late harvest last year; crops considered normal at this date.—Roundup Elvtr. Co.

NEBRASKA.

Arapahoe, Neb., June 22.—Wheat will not make ½ crop.—W. S. Campbell.

Edgar, Neb., June 23.—Crop good.—A. D. Skinner, mgr. Farmers Commercial Ass'n.

Hardy, Neb., June 20.—Nuckolls county has fine prospect for small grain crop.—B. A. Jennings.

Inland, Neb., June 18.—Corn fair stand and condition. Wheat yield and acreage largest in years.—Brooking Grain Co.

Franklin, June 10.—Wheat fine; will make 25 bus.; corn looks good; growing fine.—H. C. Rice, prop. Farmers Elvtr.

Hardy, Neb., June 20.—Crops looking fine; harvest will begin next week.—H. F. Wright, mgr. Farmers Union Merc. Co.

Omaha, Neb., June 23.—Prospects for a bumper crop in our Nebraska territory never better; oats filling well.—Paul Larson, mgr. Anchor Grain Co.

Beatrice, Neb., June 23.—Wheat good; should run 20 bus.; largest acreage ever planted; corn and oats look well, too.—R. S. Arthur, agt. Derby Grain Co.

Schuyler, Neb., June 10.—Small grain prospects fine; wheat will be ready to harvest July 1; corn good stand; doing well.—Edw. W. Zerzan, mgr. Farmers Grain Co.

Oakland, Neb., June 24.—Crops never better; plenty of moisture; with continuance good growing weather and no bad storms should have immense crop oats and corn.—Samson-Swanson Co.

Stromberg, Neb., June 10.—Winter wheat acreage large; condition never better; none plowed up; oats acreage 25%; corn fine; good stand; plenty of rain; prospects for full crop wheat, corn and oats.—Agt. T. B. Hord Grain Co.

Fairfield, Neb., June 19.—Wheat will be cut June 25 if we get no more rain; quality will be good; will make 20 bus. at least; corn looks fine; will continue so until after wheat harvest without rain.—O. L. Campbell, agt. E. Stockham.

Minden, Neb., June 10.—In South Platte country from Minden west winter wheat acreage 105%; condition 70% of May 1 promise; none plowed up; oats acreage 60%; condition doubtful; corn acreage 105%; condition 70%; weather much too

dry for best results; drouth is responsible for a heavy cut in winter wheat promise.—R. H. McKinney.

NEW YORK.

New York, N. Y., June 23.—Seasonable rains past few days over western New York changed crop prospect opinion of grain and bean dealers as well as farmers; wheat has not looked better in many years; other crops coming along well.—O.

NORTH DAKOTA.

Palermo, N. D., June 11.—Have had plenty of rain; crops looking good.—R. A. Rasmussen.

Cooperstown, N. D., June 17.—Crops looking good; plenty of rain.—F. L. Barke, mgr. Erick Erickson & Co.

Rawson, N. D., June 9.—Prospects excellent for bumper crop.—Arthur R. Jones, sec'y-treas. Farmers Co-operative Elvtr. Co.

Cogswell, N. D., June 11.—No winter wheat here; condition of spring wheat best ever; oats and corn acreage same as last year.—I. W. Overton, mgr. Co-operative Grain Co.

York, N. D., June 17.—Crop conditions best in years; prospects for large yield never better at this time. It reminds old timers of 1895 when crop conditions were about same as now.—O. H. Greensgard, agt. St. Anthony & Dakota Elvtr. Co.

OHIO.

Ansonia, O., June 18.—Crops good in this vicinity with exception of oats; rain is needed.—H. W.

Wooster, O., June 18.—Crops in this section fine, particularly wheat.—Walter Tyler, Tyler Grain Co.

Greenfield, O., June 16.—Corn backward; growing slowly.—J. F. Iseman, mgr. Greenfield Hay & Grain Co.

Vaughnsville, O., June 17.—Wheat acreage 115% of last year; condition 100%; oats acreage 75%; condition 100%; corn acreage 115%; condition 100%.—D. R. Risser.

West Salem, O., June 15.—Have driven thru better part of Richland, Wayne, Ashland, Medina and Summit and never saw crops in general look better.—Wm. Salen & Co.

Bowersville, O., June 16.—Growing wheat, oats and corn looks fine; little dry for oats; very cold last night; if wind had laid think we would have had frost.—S. A. Hussey.

Forest, O., June 15.—Some decline in wheat, oats and corn prospects on account dry weather; all crops started out well but of late some damage noticed.—C. B. Shafer, agt. Sneath-Cunningham Co.

Woodland sta. (Prospect p. o.), O., June 17.—Wheat was not hurt by recent heavy wind storm. This is probably due to its not being headed out.—R. W. Lenox.

OKLAHOMA.

Anadarko, Okla., June 18.—Wheat crop good.—Ford.

Byron, Okla., June 17.—Wheat will average 15 bus.; most has been headed and is in the stack.—Percy Reed, agt. Kansas Flour Mills Co.

Wagoner, Okla., June 18.—Wheat and oats good.—V. Lamb.

Garber, Okla., June 11.—Crop conditions fine; wheat will average 15 bus.—Thorp Bros.

Lucien, Okla., June 18.—Best wheat and oats crop for several years; corn and kafir look well.—Lester Stone.

Durant, Okla., June 18.—Oats splendid; corn looking fine; little wheat raised in this section.—D. Head & Son.

Manchester, Okla., June 16.—Had 4 in. rainfall last night; wheat will make 10 to 40 bus.—W. T. Hodson, sec'y Manchester Mill & Elvtr. Co.

Garber, Okla., June 15.—New crop best in 11 years and we have had some good crops in that time; will average 20 bus. strong; best quality.—L. E. Bruce, prop. Garber Mill & Elvtr.

Altus, Okla., June 22.—Not a grain country; wheat fair this year, making 22 bus., which may cause farmers to sow more; think Jackson County will produce 800,000 to 1,000,000 bus. wheat.—Southwest Grain Co.

Mountain View, Okla., June 17.—Prospect now for grain crop fair; oats damaging from rust; will be cut short about 25%; acreage small; wheat will make above average yield, making 15 bu.; quality will be excellent; acreage increased 100%.—Mountain View Grain Co.

SOUTH DAKOTA.

Ipswich, S. D., June 16.—Crops in fine condition; everything points to a good harvest.—A. J. Moritz.

Strandburg, S. D., June 20.—Wheat, barley, oats and flax look better than for 15 years; corn does not look so good account too much rain; some will not amount to much.—A. Fors, mgr. Farmers Grain & Lbr. Co.

TENNESSEE.

Fayetteville, Tenn., June 17.—Wheat excellent in this section; expect best quality and largest yield in years.—Fayetteville Mlg. Co.

Cortner, Tenn., June 22.—Wheat crop fine; yield 20 bus.; grade No. 2; corn looking fine; prospects good for big yield; oats short account drouth.—A. J. Cortner.

Cortner, Tenn., June 15.—Wheat crop is good; quality expected to be fine; nearly everybody thru harvesting; dry season has been an advantage to wheat; having rain now but hope to thresh soon.—A. M. Dement.

TEXAS.

Edinburg, Tex., June 10.—Prospects for good corn crop.—W. R. Montgomery.

Amarillo, Tex., June 10.—Have bumper crop; the Panhandle is coming back.—Early Grain & Elvtr. Co.

Pampa, Tex., June 10.—Crop prospects continue good; plenty of moisture; harvest will commence in 3 weeks.—L. C. McMurry, sec'y, mgr. Pampa Grain Co.

Hamlin, Tex., June 10.—Wheat and oats fine; wheat will average about 25 bus.; oats will average 50 bus.; largest acreage ever sown.—Hamlin Elvtr. Co.

Groom, Tex., June 17.—Crop prospects good.—Farmers Grain & Elvtr. Co.

Wylie, Tex., June 18.—Oats light; less than ½ crop; corn very good; now in silk and tassels with good season in ground.—H. W. Lawrence.

Lubbock, Tex., May 27.—No wheat or oats raised in this vicinity; expect bumper crop maize and kafir.—Lubbock Grain & Coal Co.

Fifty grain dealers report the crop conditions in Texas compared with last year as follows: wheat acreage 131%; condition 112%; oats acreage 98.8%; condition 106%; corn acreage 89.05%; condition 84.35%.

Anson, Tex., June 15.—Crop not as good as it promised to be; wheat is off ½ from rust; is being cut green which will spoil grade. Oats will only average 2 to 3 bus. per acre; too much rain.—S. C. Potts, mgr. Anson Mlg. Co.

TOO LATE TO CLASSIFY.

Cowan, Tenn., June 24.—Wheat looking fine; acreage small.—J. W. Pattie.

Pittsford, N. Y., June 23.—Crops doing fine; recent rains assure good crops.—J. H. Hutchinson.

Langdon, Ia., June 24.—All kinds crops looking good.—M. F. Cahill, mgr. Farmers Elvtr. & Sply. Co.

Lucas, Kan., June 24.—Biggest crop ever raised in this section; just about harvested; acreage great; yield good.—Farmers Co-operative Co.

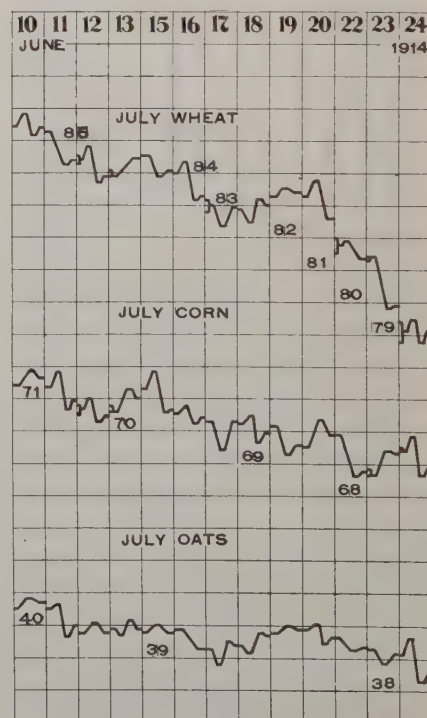
Neodesha, Kan., June 25.—Threshing on in full blast; averaging 20 bu.; grading No. 2 red; weather dry and hot. Corn needs rain; oats promising.—Bauman Grain Co.

Elysian, Minn., June 25.—Wheat damaged in spots by excessive rains; field uneven; difficult to estimate crop; corn damaged by hail in some places; too wet to work corn fields.—W. J. Willis, Elysian Mlg. Co.

Narka, Kan., June 25.—Wheat crop being harvest; good for 20 bus. or better; large acreage. Wheat was fine for harvesting. Oats will make good yield; corn looks fine. About half of the wheat will be harvested this week with fair weather.—W. F. Ward, agt. Lincoln Grain Co.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar Charts back ten years see The Journal's Chart Book.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

JULY WHEAT.

	June 10	June 11	June 12	June 13	June 14	June 15	June 16	June 17	June 18	June 19	June 20	June 21	June 22	June 23	June 24
Chicago	85%	84%	83%	84%	84	83 1/2	82 3/4	83	83 3/4	82 1/2	81 1/4	79 3/4	79 1/2	79 1/2	79 1/2
Minneapolis	90%	89%	89	88 3/4	89	88 1/2	87 3/4	87 3/4	88 1/4	87 1/2	86 1/2	84 1/2	84	84	84
Duluth	93%	92%	91%	91%	91 1/2	91 1/2	90 3/4	90 3/4	91 1/2	91	89 3/4	88 1/4	87 3/4	87 3/4	87 3/4
St. Louis	82	81 1/4	81	81 1/4	80 3/4	79 3/4	78 3/4	78 3/4	79 1/2	78 3/4	77 3/4	76 3/4	76 1/2	76 1/2	76 1/2
Kansas City	78 1/2	77 3/4	77 1/2	77 1/2	76 3/4	76 3/4	75 3/4	75 3/4	75 3/4	75 1/2	74 3/4	73 3/4	72 3/4	72 3/4	72 3/4
Milwaukee	25%	84%	83%	84%	84 1/2	83 1/4	82 3/4	83	83 3/4	82 1/2	81 1/4	79 3/4	79 1/2	79 1/2	79 1/2
Toledo	87	85 3/4	85 3/4	85 3/4	85 3/4	84 3/4	84 1/4	84 1/4	84 3/4	84 1/4	82 3/4	81 1/2	81	81	81
Baltimore	88 3/4	88 3/4	87 3/4	87 3/4	88 3/4	88 1/4	87 1/2	87 1/2	87 3/4	86 3/4	85 3/4	84 1/2	84 1/2	84 1/2	84 1/2
Winnipeg	95%	94%	93 1/4	93 1/4	94	93 1/4	92 3/4	91 3/4	92 3/4	92	90 1/2	89	89 3/4	89 3/4	89 3/4
Liverpool	104 1/2	104 1/4	104 1/4	103 3/4	103 3/4	103 1/2	102 3/4	102 1/4	102 1/2	102 1/2	101	101	99 3/4	99 3/4	99 3/4
*Budapest	145%	144%	143 3/4	143 3/4	144	143 3/4	143 1/2	142 1/2	143	142 3/4	140%	139 3/4	140 1/2	140 1/2	140 1/2

JULY CORN.

	June 10	June 11	June 12	June 13	June 14	June 15	June 16	June 17	June 18	June 19	June 20	June 21	June 22	June 23	June 24
Chicago	71%	70%	70%	71	70 5/8	70%	70 1/4	69 3/4	69 1/2	69 3/4	68 3/4	69 1/4	68 3/4	68 3/4	68 3/4
Kansas City	71%	70%	69%	70	69%	69%	69%	68 3/4	68 3/4	68 3/4	67 1/4	68	67 3/4	67 3/4	67 3/4
†St. Louis	72%	71%	71%	71%	71 1/2	71%	71%	68 3/4	68 3/4	68 3/4	68 1/4	68%	68%	68%	68%
Liverpool	70%	69%	70%	70	70%	70%	69%	69%	69%	69%	69%	68%	68%	68%	68%

*October. †Change to September on June 18.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CALIFORNIA.

San Francisco received 12,224 tons of wheat during May, 8,122 tons of barley, 810 tons of oats and 109 tons of corn. During May, 1913, 17,624 tons of wheat, 6,601 tons of barley, 2,164 tons oats and 481 tons of corn were received.

CANADA.

Winnipeg, Man., Can., June 11.—Wheat inspected to date, 140,640,000 bus.; in transit not inspected, 800,000 bus.; in store at country points, 6,400,000 bus.; marketed at Winnipeg, 100,000 bus.; total marketed to date, 147,940,000 bus., compared with 134,400,000 bus. last year; in farmers' hands to market, 4,000,000 bus.; allowed for feed, seed and country mills, 30,000,000 bus.; total wheat crop, 181,940,000 bus., compared with 175,400,000 bus.; oats inspected to date, 62,641,800 bus., compared with 45,945,000 bus.; barley inspected to date, 15,077,400 bus., compared with 12,500,000 bus.; flax inspected to date, 11,638,200 bus., compared with 16,558,000 bus. last year.—Frank O. Fowler, sec'y Northwest G. D. A.

IDAHO.

Pocatello, Ida., June 16.—Will have at least 15% more grain to handle than last year. Old wheat and barley practically all cleaned up; few oats still in farmers hands which will be used locally.—I. S. Lambing, agt. F. C. Ayres Merc. Co.

ILLINOIS.

Bloomington, Ill., June 22.—Very little wheat and no corn or oats offering.—Baldwin Grain Co.

Pocahontas, Ill., June 10.—No corn or oats and 20% wheat in farmers' hands.—Union Roller Mfg. Co.

Roberts, Ill., June 15.—About 5% old corn still in farmers' hands.—J. E. Parkin, mgr. Farmers Grain Co.

Clinton, Ill., June 23.—Movement of grain from first hands has been very slow for past 3 weeks as farmers are now busy with wheat; wheat harvest is now on and will be cut in few days.—A. McArty, mgr. Conley, Quigley & Co.

INDIANA.

New Castle, Ind., June 24.—Cutting ½ done.—A. E. Morris.

Bloomington, Ind., June 20.—Farmers cutting wheat.—Fred Duncan, mgr. Bloomington Mill Co.

Washington, Ind., June 20.—Practically no grain in farmers' hands. Threshing will begin next week or week after.—Spink Mfg. Co.

Lochiel sta., (Fowler p. o.) Ind., June 13.—About 10% corn and 10% oats still in farmers' hands.—Joe A. Stone, mgr. Farmers Elvtr. Co.

Montezuma, Ind., June 20.—Farmers booking wheat at 74 and 75c; very little old wheat on hand; threshing will begin next week.—Montezuma Mill & Elvtr. Co.

IOWA.

Remsen, Ia., June 12.—Farmers holding about 5% old corn and 15% oats.—T. Krahler.

Loveland, Ia., June 18.—We ought to handle 75,000 to 100,000 bus. wheat besides 50,000 bus. corn.—D. H. Bailey.

KANSAS.

Lewis, Kan., June 20.—Harvest just begun; have a fine crop.—James H. Wolfe.

Garfield, Kan., June 22.—Now harvesting best crop wheat ever raised.—J. G. Smith.

Quenemo, Kan., June 9.—Will move wheat by June 25 if we have dry weather.—D. W. Wilson.

Mt. Hope, Kan., June 18.—Expect to handle twice as much wheat as last year.—Farmers Elvtr. Co.

Herndon, Kan., June 20.—Harvest will begin June 25; this county needs 500 harvest hands.—Malone & Wenzal.

Haven, Kan., June 15.—Harvesting now in full blast; will average 25 bus. if they save it.—C. W. Astle, mgr. Farmers Grain Co.

Andale, Kan., June 16.—Cutting wheat now which will run about 20 bus.—J. W. Pharo, mgr. Otto Weiss Alfalfa Stock Food Co.

Viola, Kan., June 20.—Harvesting practically finished; threshing will commence at once. One field reported to have yielded 46 bus. per acre.—C. N. Congleton.

McPherson, Kan., June 19.—Will have largest yield oats in years; present conditions indicate from 80 to 100 bus.—C. E. Chase, mgr. McPherson Mill & Elvtr.

Nickerson, Kan., June 17.—Rain did not do wheat any harm; cutting will be on again in full blast; will average 20 bus.—C. M. Wooddell, mgr. Wooddell Grain Co.

Pratt, Kan., June 18.—Harvest well under way; farmers who harvest grain with binder are busy; grain will be ripe enough for header latter part of week.—J. V. Harkrader.

Wichita, Kan., June 15.—The first car of new wheat arrived today. It graded No. 2 red, testing 61 lbs. and was handled by Edward Kelley. Mr. Kelley has carried off this honor for three successive years. The 1913 crop made its first appearance June 18 and the 1912 crop made its first appearance June 28.

KENTUCKY.

Winchester, Ky., June 19.—Wheat harvest just beginning; crop is good.—Goff & Bush.

Nolin, Ky., June 17.—Have fine crop wheat; just finished cutting; threshing will begin in few days if dry weather continues.—Nolin Mfg. Co.

MICHIGAN.

Tekonsha, Mich., June 16.—Old crop corn and oats all gone.—Abrams Grain, Feed & Seed Co.

Ithaca, Mich.—June 23.—Little old grain left in farmers hands.—C. W. Miller, mgr. Gleaner-Farmers Elvtr. Co.

MISSOURI.

Sandy Hook, Mo., June 16.—Wheat crop will be moved soon.—John Cramer.

Malta Bend, Mo., June 20.—Crop movement will commence next week.—F. D. Stockman Ice Co.

Tarkio, Mo., June 23.—Farmers busy with binders; great many decline to sell wheat until corn crop is assured.—J. B. Shaum Grain Co.

NEBRASKA.

Omaha, Neb., June 23.—Oats harvest will be on about July 10.—Paul Larson, mgr. Anchor Grain Co.

Franklin, Neb., June 10.—I have contracted now for 10,000 bus. wheat now at 67c.—H. C. Rice, prop. Farmers Elvtr.

Edgar, Neb., June 23.—Wheat harvest has started; will thresh in 10 days.—A. D. Skinner, mgr. Farmers Commercial Ass'n.

Minden, Neb., June 10.—Practically no grain in farmers hands; had to buy for feed; estimate \$100,000 had been paid by this country for feed since Jan 1.—R. H. McKinney.

NORTH DAKOTA.

Cooperstown, N. D., June 17.—Old grain nearly all sold.—F. L. Barkee, mgr. Erick Erickson & Co.

Cogswell, N. D., June 11.—Practically no grain left in farmers hands.—I. W. Overton, mgr. Co-operative Grain Co.

OKLAHOMA.

Anadarko, Okla., June 18.—Wheat movement is on.—Ford.

Lucien, Okla., June 18.—Harvesting about over here.—Lester & Stone.

Wagoner, Okla., June 18.—Grain will begin to move next week.—V. Lamb.

Olustee, Okla., June 22.—Took in car new wheat on June 20, tested 50 lbs.—Southwest Grain Co., Altus.

Mountain View, Okla., June 17.—New wheat crop will begin to move about June 20.—Mountain View Grain Co.

Manchester, Okla., June 16.—Harvest ¾ over; machines would have started June 18 if rain had not prevented.—W. T. Hodson, sec'y Manchester Mill & Elvtr. Co.

TENNESSEE.

Fayetteville, Tenn., June 17.—Most of crop already cut; some will be threshed latter part of week with favorable weather.—Fayetteville Mfg. Co.

TEXAS.

Groom, Tex., June 17.—Wheat harvest begins this week.—Farmers Grain & Elvtr. Co.

Edinburg, Tex., June 10.—Corn shipment will commence about Aug. 1.—W.R. Montgomery.

Lufkin, Tex., June 20.—Very little grain raised in this part of Texas; what corn there is looks good account 3 weeks rain; predictions to the contrary notwithstanding.—Murphy Grain Co.

Leaky Car Roofs.

BY TRAFFIC MANAGER.

A reform greatly needed, but much neglected by terminal markets, is an examination of the roofs of cars upon arrival, by some disinterested party who has authority to make his investigations and reports final. Many times have receivers heard the complaint "My grain was in first-class condition upon shipment and either your inspector knows nothing about grain or somebody is robbing me" and in a large number of cases it has resulted in their losing the trade of a shipper they had worked hard to get and keep. Many a good dollar in losses has had to be pocketed on account of off grading which might have been collected from the railroad companies had there been some authority to advise that car roof was in such poor condition on arrival as to give evidence of taking water some place along the line.

It might be said that the shipper has plenty of time in which to examine the car thoroly before accepting it and that if losses occur he is entirely to blame, but in too many cases the defects in a car roof are not apparent, while in times of shortage they are forced to load into any old car they can get hold of. Then, again, cars may be furnished with roofs intact and receive such rough handling in transit that the roofs take water and the grain is off graded. The shipper, in justice, should not have to stand this loss, yet has no means of knowing what the reasons for the off grading really are.

It is time, therefore, that this fault was remedied by the appointment of some responsible party, the grain inspector or his assistant preferred, whose duty it will be to record the condition of all car roofs on their arrival in such a manner that it will be of help to the shipper in collecting his damages for off grades from the railroads when they are responsible.

I SHOULDN'T WANT to be without the Grain Dealers Journal's twice a month visit.—W. L. Dean, agt., Winter-Truesdell-Ames Co., Sydney, N. D.

Wheat Supply and Prices.

One of the most trustworthy guides to the future course of wheat prices is the world's available supply report, published the middle of each month by the *Daily Trade Bulletin*, and the *Corn Trade News*. This report shows the supply of flour and wheat in second hands in the principal countries of Europe, in Argentina and Australia with the quantities afloat for the United Kingdom and Continent on the dates named.

Similar figures are compiled by the *Trade Bulletin* and *Daily Market Record* covering the visible supply of wheat and flour in the United States and Canada. Together they form the world's available supply.

On the chart herewith the stocks on hand the first day of each month from June 1, 1901, to June 1, 1914, have been plotted, the upper line representing the North American visible supply, the middle line the European supply and the lowest line the price of No. 2 cash red winter wheat at Chicago on the first day of each month. The perpendicular lines divide the crop years on June 1. The horizontal lines are on a scale of 25,000,000 bus., the finer divisions used in sketching the chart having been erased to make it more legible. The horizontal price lines represent 25 cents per bushel.

During the thirteen years charted wheat sold lowest on July 1, 1901, the high price that day being 66 cents and the low 64½, the higher figures being used in the chart. Jan. 1, 1902, wheat sold at 79 cents. On Feb. 1, 1905, \$1.20 was reached; Sept. 1, 1906, the range was 70½ to 71½. The lowest price during the past seven years was 83½ to 87 on Apr. 1,

1911, at the very time that European wheat stocks were the heaviest on record, at 135,100,000 bus. The heaviest North American stocks were recorded Feb. 1, 1913, at 168,000,000 bus. Jan. 1, 1902, American stocks were heavy at 130,000,000 bus., and on Jan. 1, 1907, at 132,000,000 bus., prices ruling low, around 75 cents, at both times.

The most apparent fact is the seasonal rise and fall of stocks in North America. Every year stocks make their low point between July 1 and Aug. 1, and their high point about Jan. 1. In Europe stocks reach their maximum a few months later each year. The low level of stocks each year coincides almost exactly in both hemispheres.

The world's wheat crop each year is about 3,650,000,000 bus., and the daily consumption, summer and winter, is about 10,000,000 bus. The consumption goes on practically without regard to the price, wheat at \$2.00 per bushel, even, being much cheaper than most other articles of diet. If production were regulated the price of wheat could be kept at \$2 per bu. the year around. The price of wheat is kept below \$1 per bushel by the efforts of the growers to produce large crops, and in favored regions wheat can be grown at a profit and sold at 50 cents per bushel. As wheat is grown in all parts of the world no combination of growers can hope to maintain the grain at a price based on its intrinsic value to the consumer.

The only season of the year that the price of wheat shows a tendency to rise to its intrinsic value is when stocks are being depleted, as is shown on the chart of the price of No. 2 red winter wheat.

This is strikingly apparent on June 1, 1909, when No. 2 red sold at \$1.53. This highest price for many years coincided with the lowest level of stocks on hand for many years, as shown by the upper lines.

Close study of the three lines shows that stocks in Europe have more influence on the price of wheat at Chicago than have the stocks in North America. It is well to bear this in mind in years like 1914 when America promises the largest crop on record. European stocks on June 1, 1914, are smaller than on any June 1 since 1909, and European stocks must pile up before prices can work lower.

NORMAL PRICE MOVEMENT.—

At the beginning of each crop year on June 1 reports from the fields are favorable and keep prices steady or tending downward.

If confirmed by threshing returns prices continue steady or declining during June and July.

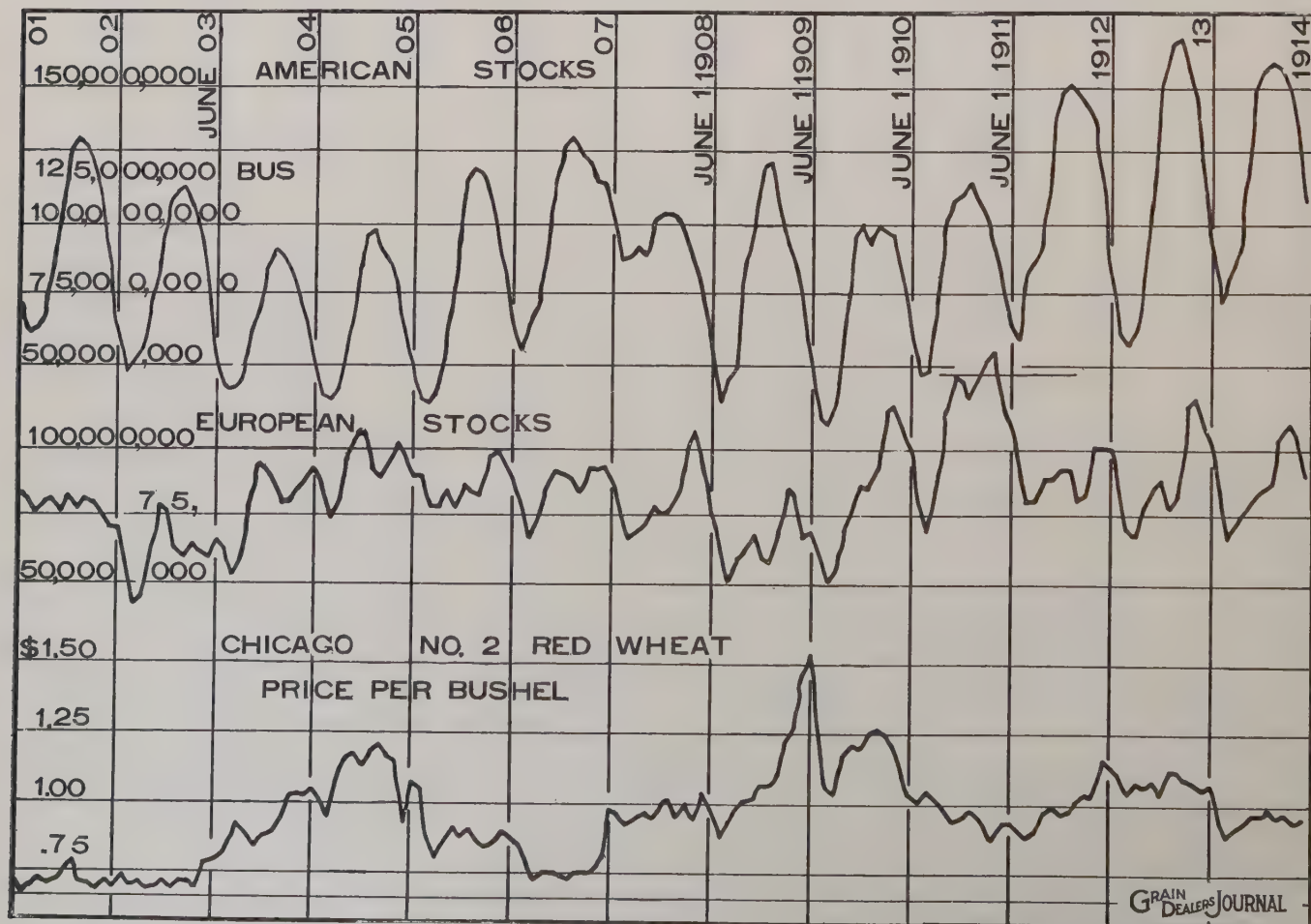
After Aug. 1 the actual wheat coming into the world's supply should continue the depressing effect, but in practice it does not, because the large crop has been fully discounted by investors, so that normally the period Aug. 1 to Dec. 1 sees unimportant fluctuations.

From Dec. 1 to June 1 prices advance because stocks are decreasing due to consumption.

ABNORMAL PRICE MOVEMENTS.

—A crop scare between Apr. 1 and May 15 will greatly accentuate the normal rise. Crop scares at other times of the year are ineffective.

Increasing instead of the normally decreasing stocks, during February, March



World's Available Supply of Wheat and Flour and Prices of Red Winter Wheat on First Day of Each Month for Thirteen Years.

and April, will reverse the normal upward trend during those months, and result in a declining market, as in the spring of 1913.

Thus, the speculator should watch, and be guided by, the crop reports from Apr. 1 to Aug. 1, the stocks during this period having a secondary price influence.

From Aug. 1 to Apr. 1 the speculator should watch the world's available supply, crop reports during this period being only secondary.

What is a normal situation at any date? A normal situation is found by comparison of preceding months and preceding years; but comparisons should be on all fours. Looking at the big monthly increase in stocks during the autumn one would expect falling prices; but usually the paradox is presented of rising prices, the explanation being discovered when a comparison is made with conditions one year back and on the corresponding date two years back.

At times of year when both the crop information and the statistics of stocks indicate the same course of prices investors can enter the market with a profit almost assured. Prices may run in a contrary direction for a few weeks on account of a temporary oversold or overbought state of the market, making a soda-water rise or a brief period of severe liquidation; but these are the legitimate investor's opportunity.

I LEARN many things from the "Letters from Dealers" columns of the Grain Dealers Journal which are worth thrice fold its small subscription price.—E. L. Davis, mgr. Berry & Breckenridge Farmers Grain Co., Custer, Ill.

The Wind Hazard of High Elevators.

So much damage has been done by tornadoes and cyclones in the middle and western states during the spring months, it would seem absolutely necessary for every elevator owner to insure his plant against wind. Usually the wind storms come when the elevators are empty, hence they are easily blown over and demolished. The elevator presents greater surface than any other building, hence is sure to get the full force of the wind, if in the track of the storm.

During this week much damage has been done to elevator property in the Dakotas and Minnesota. Early this month the elevators of the Western Elvtr. Co. and the Huntting Elvtr. Co. at Sanborn, Ia., were completely demolished, as is shown by the photograph reproduced herewith, while two other elevators in Sanborn escaped.

When the wind comes strong, it be-hooves the elevator operators to seek shelter elsewhere, as the elevator is sure to be the first building to go over.



Elevators Wrecked by Wind at Sanborn, Ia.

Latest Amendment of Grain Grades Act.

Chairman Moss of the sub-com'te on Agriculture has introduced an amended bill as a substitute for H. R. 17068, published in the Grain Dealers Journal June 10, page 911, the changes in the Grain Grades Act being in sections 4, 5, 6 and 7 which have been amended to read as follows:

Sec. 4. That whenever standards shall have been fixed and established under this Act for any grain no person thereafter shall ship or deliver for shipment from any State, Territory, or District, or to through any other State, Territory or District, or to any foreign country, any such grain which is sold or offered for sale by grade, unless the grade by which it is sold or offered for sale be one of the grades fixed therefor in the official grain standards of the United States, and the grain shall have been inspected and graded by an inspector licensed under this Act, and the grain conforms to the standard fixed and established for the specified grade; Provided, That any such grain not sold or offered for sale by grade may be sold, offered for sale, shipped or delivered for shipment by sample or by type under any name, description or designation which is not false or misleading and which name does not include in whole or in part terms of any official grain standard of the United States: Provided further, That any such grain sold or offered for sale by one of the grades fixed therefor in the official grain standards may be shipped from any place where no inspector licensed under this act is located to or through any place at which such an inspector is located, subject, under such rules and regulations as the Secretary of Agriculture shall prescribe, to be inspected at the place to which shipped, or at the place through which shipped for inspection, and subject further to the right of appeal conferred by Sec. 6 of this Act: And provided further, That any such grain sold or offered for sale by any of the grades fixed therefor in the official grain standards may, upon compliance with the rules and regulations prescribed by the Secretary of Agriculture, be shipped from a place at which there is no inspector licensed under this Act to a place at which there is no such inspector, subject to the right conferred by this Act to refer any dispute as to the true grade of the grain to the Secretary of Agriculture: And provided further, That variations from the official grain standards may be permitted under such rules and regulations as the Secretary of Agriculture shall prescribe. No person shall, in any contract or agreement of sale or agreement to sell, either oral or written, involving, or in any invoice or bill of lading or other shipping document relating to, the shipment or delivery for shipment, interstate or foreign commerce, of any grain for which standards shall have been fixed and established under this Act, describe, or in any way refer to, any of such grain as being of any grade other than a grade fixed therefor in the official grain standards of the United States.

Sec. 5. That no person shall certify or otherwise represent that any grain is of a grade fixed in the official grain standards unless the same conforms to the standard fixed therein for that grade, or is within the variations from that grade permitted by the rules and regulations prescribed by the Secretary of Agriculture under section four of this Act, and the Secretary of Agriculture is authorized to cause inspections and examinations to be made of any grain for which standards shall have been fixed and established under this Act, and which has been certified or represented to conform to any grade fixed therefor in such official grain standards or which has been shipped or delivered for shipment in interstate or foreign commerce. Whenever, after opportunity for hearing is given to the owner or shipper of the grain involved,

and, if it has been inspected, to the inspector thereof, it is determined by the Secretary that any quantity of grain has been incorrectly certified to conform to a specified grade or to be within the variations from that grade permitted by the rules and regulations prescribed by him, or has been sold or offered for sale under any name, description or designation which is false or misleading, he may publish his findings.

Sec. 6. That whenever standards shall have been fixed and established under this Act for any grain and any quantity of grain which has been sold, offered for sale, shipped or delivered for shipment, in interstate or foreign commerce, shall have been inspected and a dispute arises as to whether the grade as determined by such inspector of any such grain in fact conforms to the standard of the specified grade, any interested party may refer the question to the Secretary of Agriculture, and the Secretary of Agriculture is authorized to cause such investigations to be made and such tests to be applied as he may deem necessary and to determine the grade. Provided, That any appeal from such inspection to the Secretary of Agriculture shall be taken before the grain leaves the place where the inspection appealed from was made and before the identity of the grain has been lost, under such rules and regulations as the Secretary of Agriculture shall prescribe. In such cases the Secretary of Agriculture shall charge and assess, and cause to be collected, fees, in amounts to be fixed by him, which shall be estimated so that, as nearly as practicable, the total fees assessed in any fiscal year shall be sufficient to cover the cost of such investigations, tests and determinations of grades during that year. All such fees shall be deposited and covered into the Treasury as miscellaneous receipts. The findings of the Secretary of Agriculture as to grade, made after the parties in interest have had opportunity to be heard, shall be accepted in the courts of the United States in all suits between such parties, or their privies, as prima facie evidence of the true grade of the grain determined by him at the time and place specified in the findings.

Sec. 7. That no person authorized or employed by any state, county, city, town, board of trade, chamber of commerce, corporation, society, or association to inspect or grade grain shall certify, or otherwise state or indicate in writing, that any grain which has been inspected or graded by him, or by any person acting under his authority, is of one of the official grades of the United States, unless he holds an unsuspended and unrevoked license issued by the Secretary of Agriculture, authorizing him to inspect and grade grain for interstate and foreign commerce. The Secretary may issue a license to any person upon presentation to him of satisfactory evidence that such person is competent to inspect and grade grain. Any such license may be suspended or revoked whenever the Secretary of Agriculture is satisfied that the holder thereof has failed to grade grain correctly, in accordance with the official grain standards of the United States, or has violated any provision of this Act or of the rules and regulations made thereunder, or that the license has been used for any improper purpose whatsoever.

CIRCULATING BLACKLISTS of wholesale lumber dealers who sold direct to big consumers is a violation of the Sherman anti-trust act under the decision of the United States Supreme Court June 22, in the case of the New York Lumber Trade Ass'n.

THE WHEAT STALKS grow tall in Kansas, or at least that is the condition this season as can be attested by Daniel Enri, a Rush county farmer, who lost himself in a 1,200 acre field June 9. Mr. Enri rode to the field with the intention of inspecting it. He wandered some distance watching closely for Hessian fly or rust then tried to return to his car. To his surprise he found that he could not retrace his steps and being unable to climb any of the wheat stalks so as to see his way out nearly exhausted himself before being given aid by a searching party. Mr. Enri is not tall, but the wheat is.

Mid-Summer Meeting Indiana Grain Dealers Association

The mid-summer meeting of the Indiana Grain Dealers Ass'n was called to order in the auditorium of the Severin Hotel in Indianapolis at 2:30 p. m., June 24, by Pres. H. H. Deam of Bluffton. He expressed his sincere appreciation of the dealers' interest at coming to a convention when the heat was so intense.

Rev. Joseph N. Green, Indianapolis, offered the invocation.

In the absence of Mayor Joseph E. Bell, Hon. W. A. Pickens, corporation counsel for Indianapolis, welcomed the dealers to the city.

Maurice C. Niezer, Ft. Wayne, in responding said: I am pleased and at the same time feel honored at being invited to take part in the program of this ass'n, and especially in responding to a welcome.

We are here for a real purpose and not alone for the pleasure of being together. I had the honor of being the first recording sec'y of this ass'n when it was formed some 15 years ago. Since then it has grown to be a great society and has done a great deal in the building up of the grain trade in this state. In that time many changes have taken place in the grain trade and we have been forced to adjust ourselves to the changing conditions. But our trials have not been without their rewards and I think we can say this because the ass'n has been working not for the individual but for the trade. We have gained everything thru co-operating and think still greater rewards await us if this same spirit of working for the trade continues.

President Deam expressed his delight at seeing the dealers present so representative of the entire state, and accredited the large interest and excellent program to the efforts of Sec'y Riley.

The following com'tes were appointed: Entertainment, Mr. and Mrs. E. E. Eliott, Muncie; Mr. and Mrs. Fred B. Fox, Tipton; Mr. and Mrs. J. S. Hazelrigg, Cambridge; Mr. and Mrs. A. B. Cohee, Frankfort; Mr. and Mrs. Frank Kelley, Lafayette; Mr. and Mrs. J. H. Morrow, Wabash; Mr. and Mrs. Bert Boyd, Indianapolis; Mr. and Mrs. Frank A. Witt, Indianapolis; Mr. and Mrs. E. K. Shepard, Indianapolis.

Resolutions, Chas. Ashpaugh, Frankfort; J. J. Putman, Newport; G. L. Arnold, Bluffton; P. E. Goodrich, Winchester, and E. K. Sowash, Middletown.

Membership, Tom Morrison, Kokomo; H. A. Neighbor, Fairmount, and W. H. Aiman, Pendleton.

Sec'y Charles B. Riley read his report which was accepted.

Secretary's Report.

During the past six months we have attended a great many local meetings and provided for others that we could not attend.

Your Secretary also attended meetings at Chicago and Washington, in connection with the Legislative Committee of the Grain Dealers National Ass'n, in the interest of the proposed Grain Grades Act.

Many amendments were suggested and a few received favorable consideration at the hands of the Agricultural Committee of Congress, many more were of great importance, but the National Committee counseled against asking for too many changes in the pending (Lever) Measure, fearing they would embarrass its final passage.

A new measure has just been introduced by Representative Moss, H. B. 17329, which

seems to have eliminated some of the objectionable features of the Lever Bill, and incorporated, in substance, some of the suggestions made by direction of the Board of Managers of this Ass'n.

The pending measure, which was introduced on the 18th, I understand has received the favorable consideration of the Sub-Committee of the Agricultural Committee of the House.

Pursuant to the order of the Department of Agriculture, the Corn Grades, as formerly promulgated, will become effective July 1st, irrespective of the action of Congress on pending legislation. The principal markets of the country have adopted the grades.

Car Spotting Case.—I am pleased to report that there seems to be no show for any changes in the present practice in the near future. I will quote from a recent editorial which gives the status of the matter, in so far as we have any information:

"The inference drawn from the opinion of the Supreme Court in the Los Angeles Switching Case, is that before the Commission can allow the imposition of a separate charge for the delivery on a private track, it must be shown that there has been an additional, instead of a substituted service. The application of the test would throw out, as useless, nine-tenths of the testimony heard by examiners of the Commission, under the guidance of Mr. Brandies, because none of it goes to the point, as to whether the private track service is any greater or more expensive than that of placing a car on the team tracks or other public sidings of the Carriers."

Engineer's Bill: Some matters of great importance to the trade are talked of now for action by the next general assembly of this State. I refer especially to a bill that will be known as the Engineer's Bill. At a recent convention of the Stationary Engineers of this State, held in this city, the public press reported them as organized for promoting legislation that will require all operators of stationary steam engines in this State to be licensed. The same old measure that has confronted us for ten years, and I have reasons to think the effort this year will be of much force, and will require every grain dealer and other owner of engines to put forth an effort to prevent the enactment of some complicated and burdensome measure.

Arbitration: We have had three cases for arbitration during the past year. They were tried and settled. Two or three cases are now in process of development.

Claims Department: Since our Claim Department was established we have filed 554 claims, of which 384 have been settled and paid, 94 have been declined and returned to claimants, 76 are still under investigation.

Not having provisions for the employment of an Attorney, and authority to enter suit on rejected claims, we have recommended to claimants to bring suit, where we felt there was no question about their right of recovery. When our Claims Department is sufficiently well patronized to afford facilities for the employment of an Attorney, we will be able to collect many claims, now refused.

Membership: Since our Annual Convention, January last, the membership has changed some. We have received the applications of 12 new members, 8 of whom have completed their membership. We have lost 11 members by selling out, and one house became an additional station. 12 members became delinquent and subject to the action of the Board.

If we could only have the co-operation of our good and reliable members, in the matter of securing new members, we would soon add 50 to 100 per cent to our membership.

Finances: We are pleased to submit a report of the financial condition of the Ass'n, which is as follows:

FINANCIAL REPORT.

Jan. 15, 1914, to June 23, 1914.

Receipts—	
Cash on hand Jan. 15.....	\$1,499.78
Dues	1,369.50
Dues, additional stations.....	270.00
Directories sold	11.00
Exchange on drafts.....	.30
Freight claims	400.53

Advertising in directory.....	69.40
Arbitration	40.00
Credit on printing account.....	12.50

Total receipts

Disbursements—

Chas. B. Riley, Sec'y, salary, 1-15-14 to 6-15-14	\$1,016.66
Chas. B. Riley, Sec'y, traveling expense	188.23
Nell Phillips, stenographer.....	276.00
Freight claims	301.26
Printing	77.00
Postage	38.06
Office expense	180.39
Legislative expense	26.20
Board of Managers traveling expense	44.00
Arbitration expense	20.00
Grain Dealers National Ass'n, dues 1-1-14 to 7-1-14.....	100.00
Refund on directory advertising....	3.20
Convention expense, Mid-Winter Meeting	63.65

Total disbursements

Cash on hand June 23, 1914.....

1,338.36

Have Adopted Federal Corn Grades: For the purpose of learning what the markets of the country were going to do about the adoption of the Federal Grades, I wrote the different Exchanges, East of the Mississippi River, and received replies from all, except Baltimore and Newport News. The following is the result:

Markets that have adopted the grades to become effective July 1st are as follows: Buffalo, N. Y.; Cleveland, O.; Cincinnati, O.; Chicago and State of Illinois; Detroit, Mich.; Indianapolis, Ind.; Louisville, Ky.; Milwaukee, Wis.; Nashville, Tenn.; Peoria, Ill.; Pittsburg, Pa.; St. Louis, Mo.; Toledo, Ohio.

Markets that have declined to adopt the grades: Boston, Mass.; New York City, and Philadelphia, Pa.

Deaths: But one death among our members has been reported, Mr. David R. Webb of Edinburg, who died last March. Mr. Webb was one of the first members of the Ass'n, and his loss will be felt, not only by those intimately associated with him, but by the Ass'n. One of the singular features of Mr. Webb's membership was this, his check was almost always the first one received in payment of dues, when the semi-annual statements were mailed. This practice of his became noticeable and a source of comment in the Secretary's office. We are advised that the business left by Mr. Webb will be continued by members of his family, and we sincerely hope continued success will follow their efforts.

Charles Quinn, sec'y of the Grain Dealers National Ass'n, Toledo, outlined the interdependence of the state and national ass'ns and compared the workings of the two to that of the state and national government. He dwelt at length on legislation affecting the grain trade that is pending in Congress and particularly the Moss and Lever bills. A second Moss bill was presented in the House June 12 and in all probability it will supplant the original Moss and the Lever bills which in the main are not favored by the trade.

A. P. Husband, sec'y of the Millers National Federation, Chicago: Upon first receiving Mr. Riley's invitation to address the Indiana Grain Dealers I was at a loss to hit upon something a miller could say to interest grain men. Upon reflection I found that the spotting charge was common to both and I dare say falls more heavily on the millers than on the grain men.

When the eastern railroads asked for an increase of 5 per cent in rates little antagonism was aroused. Hearings were conducted and later reports were rife that the railroads were not being compensated for their services with the result that the spotting charge was advocated. The millers were aroused by this and protested on the ground that cattle yards are maintained by the carriers at no extra charge to the shipper, also team tracks which need to be policed and maintained. They held that a spotting charge was a discrimination. In hearings that followed it was shown in

a rather peculiar way that the small man would be placed at the greatest disadvantage by this charge because unlike the large shipper he would be unable to build sidetracks on which to handle his freight. Suddenly the hearings discontinued.

Later five carriers filed spotting tariffs and in not one of them was there an attempt to levy the spotting tariff against the miller or the grain dealer. These tariffs should have become effective but were deferred and now a report is current that the tariffs may not become effective. Again it may be that the Interstate Commerce Commission will render a decision that will make them unnecessary.

I think that the millers have been made special targets for legislation. Only about a year ago we had trouble over screenings. It seemed that it was perfectly all right to dump these screenings on the miller but in his dealings with his consumer it became a different matter. Even now we have to contend with Food and Feedingsuffs commissioners having to meet their requirements in the different states. These different regulations by the various states place us at a great disadvantage in marketing our products because often we are unable to fix our prices. As a consequence we are trying to secure uniformity. We do not object to the tax of different states if we can calculate what they will be. You gentlemen should also strive for uniformity in legislation for tho you have not yet been hard hit the time is coming when you will be troubled as we have been. And now is the best time to avoid your troubles.

J. V. Taylor, sec'y of the National Hay Ass'n, Winchester, Ind., said:

The Coming Crop.

It is certainly a pleasure indeed to be permitted to appear on the floor of this Convention and to bring you greetings from The National Hay Ass'n. You men, of course, are more interested in the production of grain than you are in hay. Never before has an agricultural year started in America under better auspices.

A little less than normal hay crop will be harvested. The old crop having been practically cleaned up, our markets will start out in fine shape. Then why should American business continue to give itself over to the gloomy ghosts which have cast their spell over enterprise in this fair land? There is something in the agricultural vista of the year which ought to exercise the blue devils. While the prevailing conditions leave much to be desired in various departments of industrial activity, hopeful sentiment is observable among men whose opinions count in the financial and industrial world. The hope of the industrial future centers more largely in the harvest than anything else, and it is encouraging to note that present predictions are abundant. Given a satisfactory outcome all business will feel the quickened impulses of augmented wealth drawn from the soil, and this will be the result despite all efforts of political intermeddlers to the contrary.

We are still raising, however, too little wheat per acre. Last year the average was only 15.2 bushels per acre. Even with this year's bumper crop the acre average, by present estimate, will fall below the 18-bushel mark. This is far below European standards. There is encouragement in the fact that the yield has slowly improved from the 1880-4 period, when it ran just under 14 bushels per acre. This bumper wheat crop ought to restore confidence in the business world and should at least produce an optimistic hypnotism or faith cure.

It is the wish of The National Hay Ass'n that the members connected with this organization have a most profitable and satisfactory year. There are some of you members who deal in hay, and those we most cordially invite to join our Ass'n and help us in the work we are trying to do—to put the hay business on a safe, sound basis; to weed out the dishonest merchant; watch legislation affecting the trade; help you collect your claims; issue crop reports; reports on the conditions in the terminals, in fact performing any duties we

think will be of benefit to you in bettering conditions in the business in which you are interested.

Trust to have the pleasure of seeing any or all of you at Cedar Point, July 14, 15 and 16, on the occasion of our 21st annual convention.

Ed. H. Culver, Chief Grain Inspector of Toledo, O., explained the Federal Corn Grades when called upon by Pres. Deam and particularly as applied to Toledo. He said that according to information received from Sec'y Houston of the Department of Agriculture that the old grades for small grain now being used would apply until the new grades are filed.

Fred E. Pond, Sec'y of the Corn Exchange of Buffalo, N. Y., spoke of the Buffalo market in relation to the new grades and said that contrary to the belief of some, Buffalo has adopted the Federal corn grades.

J. A. A. Geidel, of Pittsburgh, when called upon said: We can't do anything in the east. Business is dead; thanks to the Democratic administration."

The meeting adjourned to 9:30 a. m. Thursday.

Thursday Morning Session.

Thursday morning's session convened at 10:05. Fewer of the dealers were present at the start than on the afternoon of the previous day, owing to the heat, tho as the meeting proceeded the attendance and interest increased.

Bert Ball, sec'y of the Crop Improvement Com'te, Council of Grain Exchanges, was the first speaker. He outlined his work and stated that this year's crop would probably be the largest in the history of the United States, still it could be made larger by getting the local crop com'ites working by and with the aid of the producers of each community. In concluding, Mr. Ball asked the Indiana dealers to lend support to the crop improvement movement and offered a resolution to this effect to be embodied in the resolutions of the convention. It was substantially the same as the one offered by Mr. Ball at the meeting of the Ohio Grain Dealers Ass'n June 17 and published elsewhere in our report of the Cedar Point meeting.

Charles B. Jenkins, Noblesville, pres. of the Indiana Millers Ass'n:

Gentlemen, I regret that Mr. W. L. Sparks, sec'y of our organization, is unable to make this address as listed, for I am sure he would be able to bring a real message to you. I believe the miller and grain dealer should be close friends in the business world because so many of their interests are in common. One can not exist without the other. The grain men gather the grain from the producer and then the miller takes it. Of course I realize that we are often competitors in the commercial field and oftentimes differences arise, still despite this fact the mutual relationship exists. However, when these differences do arise they can often be settled by arbitration without strenuous results and without leaving any sting. Personally, I think that arbitration is a great thing for all parties concerned because nearly always we can place implicit confidence in the men who undertake to settle the question in dispute.

Gentlemen, I want to talk shop a little. Indiana can produce as good flour of the variety made from soft wheat as any state in the union. She is the largest producer of this kind of wheat and, too, there is a good demand for the flour. Now, the question is why should not the men of this state encourage the production by handling this product? I believe that by doing so the value of the farms of our state would be enhanced. As it is today some of you dealers are handling other kinds than Indiana flour. That is alright, but I think that the encouragement for this product should come from you. Such actions would bring about better relationship between you and the farmer.

I hope that the day is not far distant when the government will standardize all the grain and I think that such a time is

coming. I realize that some of you grade your grain now, but there are those of you who do not. I feel that the lack of this grading is placing a premium on poor wheat and that the man who produces 61-pounds-to-the-bus. wheat is being discouraged because he is getting no more for his product than the man who is growing 58 or 59 pounds wheat. This is wrong. I know of an instance where five men changed the quality of production of an entire community. You can do the same if only you will join in concerted action. You will have an opportunity to do this soon. In September the schools will begin to teach domestic science. Each of you have an interest in the schools. Why not advocate the use of the Indiana product and in this way help to keep the Hoosier state at the head? Personally I like to be at the head.

J. C. F. Merrill, sec'y of the Chicago Board of Trade: I certainly am pleased to meet with the Indiana Dealers on such an occasion and consider the invitation a courtesy on your part. With regard to the subject that has been assigned me, I might say at the outset that my talk will be a justification of speculation and a differentiation between it and gambling. It has been aptly said of speculation that it is "A struggle of the well equipped intellect with blind chance." In the progress of society speculation becomes more and more an exemplification of this saying.

It begins with the farmer when he risks his soil in the production of his crop. The very act of production on the part of the farmer includes ownership and that ownership in turn necessitates a risk. The farmer's ownership depends to a greater or less extent on the vicissitudes of the seasons. Thruout the entire world these risks vary. After a time the farmer passes his product on and some one else assumes the risk and this process of interchange continues on down to the man who buys for speculation.

The idea has become prevalent to some extent that speculation in itself is gambling. This is wrong. Every exchange or board of trade is opposed to gambling in any form. Every transaction on the board of trade, for instance, of Chicago, and that is only an example of all the others, is a bonafide transaction. There is no escape from a contract made on the board. It must be met just as any other obligation. Every man has as much right to speculate on the market, and do it legitimately, as he has to pledge himself to deliver a certain amount of flour or any other commodity for that matter. Steadiness on the speculative market encourages added consumption and stimulates business. Whenever production is low speculation is correspondingly low in the large markets. Large ownership is better than a narrow ownership.

Today there are over 6 million farms in the United States, from the products of which are fed the 90 millions of people. The products of these farms must be owned by someone and speculation must after all entail the ownership of the surplus from these farms. It rises or declines in proportion to the distribution that is made by the farmer. I have been in intimate touch with the business for the past forty years and know this to be the case. I have found also that as this surplus quantity of production moves westward so do the speculative centers. Increased wealth of the farmer enables him to hold back his product with the consequent result that speculation vitally is effected. Of course the farmer is interested in his own product and oftentimes he holds his product for a rise in the market. His motive in doing this is precisely the same as that of the professional speculator. So much for the speculation of the farmer.

Speculation is declining and I think that in years to come it will have disappeared altogether. The tendency is toward the elimination of the risk. It is a matter of insurance against risk, a passing over of the risk. Yet there is really no difference between getting an insurance to avoid the risk of fire and bookmaking, but society and the courts uphold the one because it is useful to society and has its legitimate place in the business of the world and taboos the other for the reason that it does no good. The same test may be applied to speculation for it is simply a transfer of risk. Opinion may and nearly always does dictate the action in speculation. Some men are competent in the business and others play it as they would the races.

Contrary to the opinion of many, an exchange does not buy or sell anything. It is simply a market place where orders from every state, and in markets like Chicago from all parts of the world, are received. The public and not the exchange is responsible for market occurrences. It is often asserted that more than an entire season's crop is bought and sold in one day. It is true that there are many contracts closed up on the exchange every day yet every contract must be performed. In doing so it may be rung up and the difference paid. On this point the decision of the U. S. Supreme Court in the case of the Chicago Board of Trade vs. Christie is very clear and shows the practice all right. Now, gentlemen, I have gone over my ground rather hurriedly and in closing I will say that until production ceases to entail ownership and ownership risk, speculation must perform a most important function in the distribution of farm products.

Congressman R. W. Moss of Indiana was listened to with unusual interest because of his authorship of the Moss bills so pertinent to the grain trade. In his address he explained and expatiated on his last bill, H. R. 17,329, as introduced by him in the House of Representatives on June 18 and later referred to the Com'te on Agriculture and ordered printed. The second bill is generally acceptable to the grain trade. It differs from the original, which was printed in the June 10 issue of the Journal, from Section 4 on and has 12 sections instead of 13. The proposed amendments as set forth in it are printed in this issue of the Journal on page 1005.

Mr. Moss said: The power to fix the value of grain ought to rest with the grain trade itself and there ought to be no scandals either. But somehow the grain dealers have failed to meet this responsibility as they should. For years past grain conventions have been passing resolutions to standardize grain grades and most of you men know that my statement is correct. Still there has been nothing of any real importance accomplished until now the need for federal supervision is urgent, in fact it has become inevitable.

In assuming this responsibility, the government must consider a means of fixing the standard of quality and of condition, for these two things fix the price of the grain. There must be a uniform standard in order that the grain business can keep step with the times. Personally, I regret the tendency that is causing the national government to step into these affairs not only with regard to the grain business but in other branches of industry as well. The state which is a sovereignty in itself should direct the government of that state as nearly as possible. In regard to uniform grain grades, there must be a power greater than the state. I realize that there is too great a variance of opinion for it to be controlled otherwise. In dealing with the question, however, there is another consideration and that is just how far shall the government go in its effort to obtain this uniformity.

In this bill that I introduced in the House June 18 inspection of grain is left

just where it is, even if the bill becomes a law, and I am confident that, whether this bill is enacted or not, that legislation on this matter is inevitable within the near future. Under it, the government will not inspect a single car except in cases of final appeal where the government takes over the case. The bill aims for three things—namely, to standardize the grain grades, to establish the appellate right, and to supervise the grading of grain.

Everyone familiar with grain knows that grading is a matter of human judgment, and it will doubtless be more or less difficult to establish machinery that will bring about this uniformity. However, I think that this matter can be worked out by the Department of Agriculture.

We will still have state and municipal inspection under the proposed measure. There will be no attempt to prohibit interstate sales, but those who sell by grade must do so under the uniform standards as established by the government. In case grain is sold in interstate or foreign traffic and a dispute should arise the courts would have to settle the matter unless these sales were made by grade. The new law does not restrict the private contract, in fact there will be no change in the method of selling, but it determines who shall accept the hazard for the grain for which the contract is made. The matter of appeal will be vested in the national government. Gentlemen, I can assure you, as I said a moment ago, that supervision is inevitable. Now, do you want governmental supervision or inspection? I think that the trade generally is agreed with me that supervision is the desirable thing for the bringing about of uniform grades. Our greatest difference arises in the method of bringing supervision about.

The agricultural com'te believes that it is impossible to pass legislation hurtful to the grain dealers that would not be hurtful to the farmer and vice versa because what is fair to one is fair to the other, and it is farthest from its consideration to pass legislation that will be hurtful to either.

A. P. Husband: How is Section 6 of the new bill going to affect the miller?

Rep. Moss: In the consideration of the bill the com'te gave that section a great deal of time and thought and I think that it will not be unfavorable to the miller now.

J. C. F. Merrill: Mr. Moss, will you amplify on the probability of thoro supervision by the department?

Rep. Moss: Disputes will be settled rapidly and no car will be held long enough so that the grain can deteriorate. It will be the duty of the government to see decision made. As regards the matter of supervisors, Mr. Merrill, I believe they should be moved from one market to another at various periods so as to get a better knowledge of the grading and thereby aiding in the problem of uniformity. Now the bill does not provide for this feature, yet it does not provide against it, and I think that the Department of Agriculture can and will handle the administrative end of the law ably.

J. W. Snyder, Baltimore: Our inspector at Baltimore is under the direction of the Chamber of Commerce. Will he be able to secure a license under the new law so that he can inspect interstate shipments or will he only be able to inspect intrastate?

Rep. Moss: The government will have no power to employ an inspector but every man must have a government license to inspect grain. These licenses will be issued by the Department of Agriculture under the terms of the Grain Grades Act. If your inspector at Baltimore gets his license he can inspect interstate shipments.

Now just a few minutes on another matter. The farmer of our country as you gentlemen all know is the most favored in the history of the world. He has more information and better means of cultivation. Prices are more satisfactory to him than to the consumer, yet he has not made the most of his op-

portunities. Farming is the one branch of American industry that can be indicted as inefficient. All other branches of industry have forged ahead. It may be that education will meet this question, but we have had education and so far the results have been unsatisfactory. Today the United States farmer has the smallest working capital per acre of any country. It is difficult for the farmer to borrow at the bank unless he gives ample security. Only the other day I saw an advertisement on a transaction where the rates of interest varied three per cent to the disadvantage of the farmer and the same kind of security was given. What we need to establish is a working capital for every acre of our farm land. You can help in this and if you do you will be amply repaid.

A. E. Reynolds expressed warm appreciation of the work of Congressman Moss and assured the dealers that uniformity in rules governing the grading of grain, as well as uniform grading, must soon come in all markets. He moved that the association endorse the new Grain Grades Bill, as amended by Congressman Moss, and the motion prevailed.

Congressman Moss assured the dealers that the bill would pass at the present session of Congress.

The Resolution Com'te reported Bert Ball's seed wheat campaign resolution adopted by the Ohio Grain Dealers Ass'n, thanked all the speakers and presented the following resolution, all of which were adopted:

Resolutions.

On March last, our Association lost by death one of its oldest members, David R. Webb of Edinburg, Ind.

RESOLVED, That in his death the Association feels the loss of a strong supporter, therefore be it

RESOLVED, That this resolution be spread on the record and a copy sent to the bereaved family of the deceased.

RESOLVED, That we extend the thanks of the Ass'n to the Grain Trade of Indianapolis for its splendid entertainment the evening of the 24th, and the presence of the genial committee, Messrs. Boyd, Witt and Shepherd, tended to dispel much of the heat and make comfortable a room, the temperature of which would have been unbearable but for the smooth and entertaining manner in which they took care of the people.

Convention Notes.

R. B. Long was the only Bag man in attendance.

Fred Kennedy was telling of the merits of Kennedy Car Liners.

George K. Walton of Goffe & Carkener was the only man in attendance from Kansas City.

The ladies were given the blue Indiana Grain Dealers badges for the entertainment Wednesday night.

F. E. Fleming, John B. Woodlin and Pliny Gale, of Gale Bros. Co., attended from Cincinnati, O.

J. A. A. Geidel, of D. G. Stewart & Geidel, Pittsburg, Pa., attended the convention and boosted Pittsburg.

That Indianapolis bunch of grain dealers sure know how to be hospitable, don't you think, Mr. "Down-State" man.

Baltimore dealers at the convention were John W. Snyder, Thomas C. Craft and H. E. Elgert, of J. A. Manger & Co.

The Chicago delegation consisted of J. T. Hamill, Chas. Lyons and Ed. Thompson of Lamson Bros. & Co., George L. Stebbins of Sawers Grain Co., R. J. Sullivan, reptg. Logan & Bryan, J. C. F. Merrill, sec'y Board of Trade, and Bert Ball, sec'y Crop Improvement Com'te, Council of Grain Exchanges.

The Illinois grain men who were in attendance are Ben Bishop and J. M. Fogle-sang, Sheldon; William Wykle, Mahomet, and Jas. Bush, Tuscola.

Chas. Knox, E. L. Southworth of Southworth & Co., E. H. Culver, Chief Grain Inspector, and A. Guitteau boosted for the Toledo market at the meeting.

Everyone at the reception given under the auspices of the entertainment com'te had a good time but most of them preferred the cool veranda of the roof garden to dancing.

J. Vining Taylor, Sec'y Hay Dealers Nat. Ass'n, A. P. Husband, Sec'y Millers' Ass'n, and Chas. Quinn, Sec'y Grain Dealers Nat. Ass'n, composed the visiting triumvirate of Secretaries.

Buffalo grain men included J. J. Rammacher, Eastern Grain Co.; E. E. McConnell, McConnell Grain Co.; Fred E. Pond, sec'y of the Corn Exchange, and C. A. Bartow, The Electric Grain Elvtr. Co.

The railroad men at the convention were, D. McNamara, C. & A. Ry., Indianapolis; Geo. D. Maxfield, Wabash, Indianapolis; C. A. Rouse, Erie Ry., Indianapolis; C. A. Sullivan, Wheeling & Lake Erie Ry., Toledo, O.

Machinery men at the convention were C. L. Hogle, Invincible Grain Cleaner; G. H. Baxter, Richardson Scale Co.; L. M. Smith, Chicago; H. N. Roetter of The Kennedy Car Liner & Bag Co., Shelbyville, Ind.; A. S. Garman of Huntley Mfg. Co.; M. J. Young, repte. Philip Smith Mfg. Co., Sidney, O.

About twenty-five ladies enjoyed the automobile ride on Wednesday afternoon. The drive was thru the residence section and over Riverside Drive to the Speedway where a twenty-five mile automobile race was witnessed. Bert Boyd and Eddie Shepperd were the stars in the entertaining done for the ladies. Bert bot ice cream cones and Eddie pumped water.

The ladies who enjoyed the hospitality of the Indianapolis dealers were, Mesdames M. Y. Cassell, A. B. Cohee, H. H. Deam, E. E. Elliott, R. J. Follett, Fred B. Fox, J. S. Hazelrigg, I. I. House, Albert House, Frank Kelley, W. M. Moore, John H. Morrow, W. W. Pearson, E. W. Phares, O. E. Powell, Everett Reveal, W. A. Seeger, Geo. L. Stebbins, Stella Petro, J. Summers, J. A. Washburn and W. W. Wilson.

Souvenirs distributed at the convention were: fans by J. F. Zahm & Co., Toledo, inscribed "Fan With Zahm," and they certainly were appreciated; celluloid pocket cards bearing the federal corn grades to become effective July 1 by D. G. Stewart & Geidel, Pittsburg; memorandum books by Urmston-Harting Grain Co., Indianapolis; magic knives by E. L. Southworth & Co., Toledo, and clothes brushes by the Philip Smith Mfg. Co., Sidney, O.

The program on the evening of June 24 was unusually fine and exceeded any of the previous records set by the Indianapolis Board of Trade. The readings and songs were fine. J. T. Hamill proved himself to be a good singer and was the hit of the evening. A sensation was caused by a man with a monkey who wanted to get in and some one threatened to throw him out. It finally developed that he was permitted to come to the front and the secret was revealed that he was on the program for one of the many good numbers. A. M. Hall in his Hoosier Welcome and his poem, "Old Glory," was a pleasing number. After

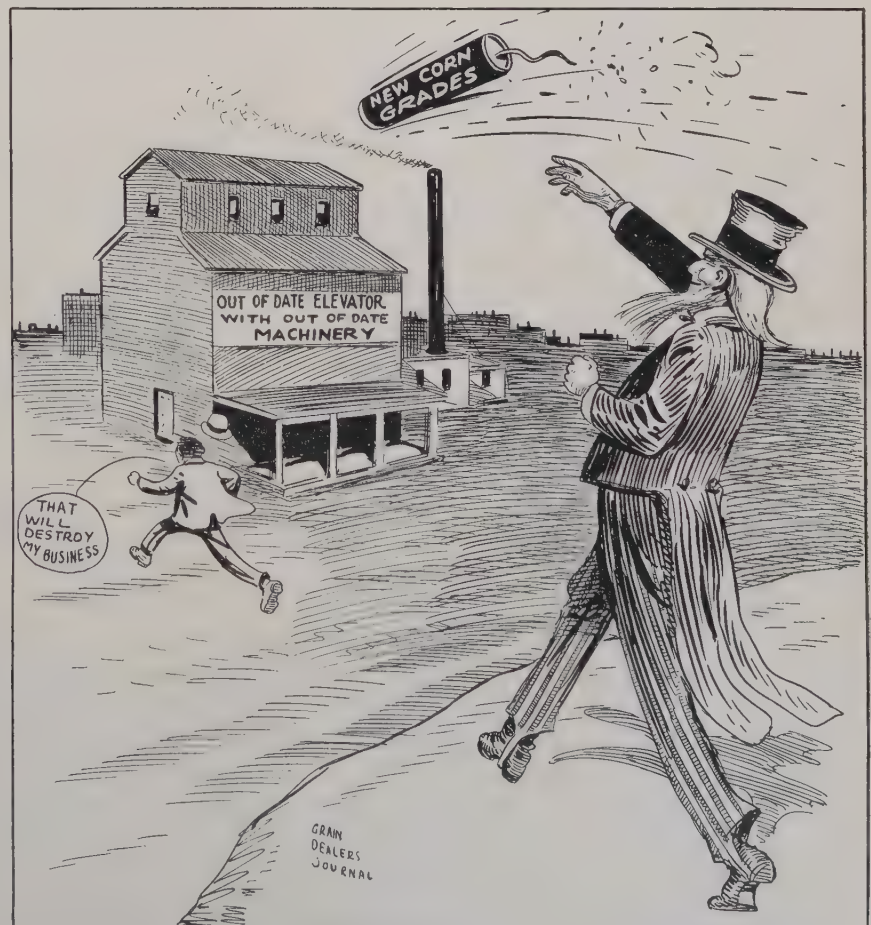
the program the floor was cleared and dancing was enjoyed by the tango enthusiasts. Cigars were given to the men who smoked and punch was served to all the thirsty ones. Everybody was fanning with Zahm and Chas. Knox was the friend of all the ladies as he supplied them with fans.

The Indiana dealers who helped to make the convention a successful one were: Geo. W. Adams, Bryant; Geo. L. Arnold, Bluffton; Chas. Ashpaugh, Frankfort; J. C. Batchelor, Sharpville; R. W. Baker, Crawfordsville; A. J. Beeler, Cambria; Albert Boling, Adams; Frank Brandenburg, Maxwell; Wm. Basley, Milroy; M. Y. Cassell, Dayton; D. B. Clark, Hagers-town; A. B. Cohee, Frankfort; H. H. Deam, Bluffton; J. F. Doan, Boswell; Owen A. Dutches, Kokomo; E. E. Elliott, Muncie; A. H. Flanagan, Crawfordsville; A. A. Flora, Flora; R. J. Follett, Carmel; Fred B. Fox, Tipton; W. A. Gray, Kirkpatrick; P. E. Goodrich, Winchester; F. G. Heinmiller, LaFayette; J. H. Higgins, LaFayette; H. L. Holly, Atlanta; I. I. and Albert House, Hobbs; J. S. Huffer, Yorks-town; A. B. Hinshaw, Nora; F. T. Hinshaw, Horton; E. H. Hutchinson, Arlington; W. H. Isenhour, Fountaintown; L. Jackson, Adams; C. B. Jenkins, Noblesville; Frank Kelley, Remington; Cloyd Lowry, Monticello; A. W. Legg, Windfall; J. S. Leakey, Lisbon; S. H. Mathews, Tipton; S. A. Miller, Mulberry; D. C. Moore, Waynetown; W. M. Moore, Covington; E. A. Morris, New Castle; Tom Morrisson, Kokomo; J. H. Morrow, Wabash; C. F. Naber, Alexandria; William Nading, Shelbyville; Maurice Neizer, Fort Wayne; W. O. Neuenschwander, Berne; C. L. Northlane, Union City; W. W. Pearson, Upland; E. W. Phares, Tipton; E. O. Powell, Boswell; M. B. Pratt, Frankfort; H. W. Reimann, Shelbyville; Everett Reveal, Max (Lebanon); B. E. Rich, Wolcott; T. J. Ryan, Delphi; W. A. Seeger, Clarks Hill; J. P. Shoemaker, Daleville; G. P. Shoemaker, Greensburg; E. K. Sowash, Middletown; J. Summers, Ambia; Bennett Taylor, La Fayette; O. M. Thomas, Marion; O. J. Thompson, Kokomo; J. W. Waltz, New Palestine; D. R. Warner, Huntington; J. A. Washburn, Remington; T. B. Wilkinson, Knightstown; W. W. Wilson, Earl Park; Fred D. Wright, Anderson, and J. C. Young, Whiteland.

PORTUGAL will import 1,105,000 bus. of wheat during the coming season according to an authorized report issued by that government recently.

WHEAT should be cut when neither too ripe or too green, the best time being when the straws have lost nearly all of their green color. When cut too green the kernels shrivel after they dry and if cut too late take on a bleached appearance. When left till overripe the wheat is difficult to handle without considerable loss.

OLD WINTER WHEAT is practically cleaned up at St. Louis and Kansas City has left not over 100,000 bus. The mills there are in urgent need of some old hard winter wheat and are paying the highest prices paid on the crop, namely, 94c to 97c Kansas City. Toledo winter wheat has all been sold to the mills who have in turn disposed of the flour and are grinding it out pretty fast. The Chicago stock has been placed within one million bushels and very largely for export. Practically the only old wheat left that is available for domestic trade is a small stock of Minneapolis and Duluth wheat. The foreigner must have more old wheat; his supplies are very low and just the moment the Chicago stock is finished up we believe he will turn his attention to and demand some spring wheat from the northwest, so that the demand within the next month for export competing with the milling demand, no matter how small the latter is, may bring some very high prices for spring wheat unless the northwest should start in with heavy receipts. The old wheat is of such choice quality and so much drier that the foreigner prefers it at a premium to the new wheat.—Armour Grain Co.



Uncle Sam Will Put Another Memorable Day for Grain Dealers in the July Calendar.

Meeting Council of Grain Exchanges.

The midsummer meeting of the Council of Grain Exchanges was called to order at 11 a. m., June 15, by Pres. J. C. Murray of Chicago in the Lafayette Hotel, Buffalo, N. Y., with 14 delegates present.

Pres. J. C. Murray: I have not prepared any address; but will make a few remarks on matters that have come to my attention during my short incumbency of the office.

The wisdom of passing the resolution at our January meeting inviting an investigation by Congress was thoroughly proven only a few weeks after the meeting when the Manahan resolution was introduced in Congress.

Every commercial body sending delegates to our meetings should send men in whom they have confidence, so that the resolutions adopted will have favorable consideration.

As the result of the first work of the Council, action was taken to have the margin clause inserted in contracts. The trade now has very largely done away with the selling of grain for deferred delivery without the margin clause.

The Council has taken up the matter of business days versus calendar days in the rules and as a result of the effort the difference has been removed in most terminal markets. The fact that our work is less strenuous is due to the work done in the first few years. I wish you would carry back to your exchanges the thought that the Council should be continued.

Private wire leases will be given a hearing at Chicago, July 9, and during these hearings undoubtedly the Council will be of value to the grain trade.

Secretary's Report.

J. R. Pickell, sec'y, read a comprehensive report, stating that the activities of the Council since the January meeting have been largely confined to routine work. For crop improvement work \$10,500 has been contributed.

The Council has more money in its general fund than at any midsummer meeting. The receipts and expenditures during the past six months have been as follows:

GENERAL FUND.

RECEIPTS.

Jan. 17 Balance on hand.....	\$ 343.45
" 19 Milwaukee Chamber of Commerce	200.00
" 19 Chicago Board of Trade....	200.00
" 24 Minneapolis Chamber of Commerce	200.00
" 28 Kansas City Board of Trade	200.00
" 28 St. Louis Merchants' Exchange	200.00
" 31 Baltimore Chamber of Commerce	200.00
Feb. 6 New York Produce Exchange	200.00
" 6 Toledo Produce Exchange....	100.00
" 6 Omaha Grain Exchange....	200.00
" 12 Peoria Board of Trade.....	100.00
" 16 Duluth Board of Trade.....	200.00
Mar. 5 Buffalo Corn Exchange....	200.00
" 5 Wichita Board of Trade.....	100.00
" 17 Cincinnati Chamber of Commerce	100.00
Apr. 1 Interest	51.00
June 1 San Francisco Chamber of Commerce	100.00
" 1 Interest	24.00

Total receipts\$2,918.43

DISBURSEMENTS.

Secretary's salary	\$ 500.00
Traveling expenses	141.55
Printing	194.81
Stenographer	54.00
Office expenses	49.21
E. L. Renaud, reporting January meeting	19.65
Total	\$ 959.22
June 15 Balance on hand.....	1,959.21

CROP IMPROVEMENT FUND.

RECEIPTS.

Jan. 17 By balance	\$ 6,871.35
Feb. 27 Omaha Grain Exchange....	300.00
Mar. 21 Baltimore Chamber of Commerce	200.00
Apr. 9 Duluth Board of Trade....	500.00
May 27 Chicago Board of Trade....	2,500.00
June 1 Kansas City Board of Trade	500.00
" 1 U. S. Brewers' Ass'n.....	1,000.00
" 1 St. Louis Merchants' Exchange	2,000.00

Total receipts\$13,871.95

DISBURSEMENTS.

By vouchers	\$6,835.23
June 15 Balance on hand.....	\$7,036.67

The memorial to Congress was endorsed by the Duluth, Kansas City, Minneapolis, Milwaukee, Omaha, St. Louis, San Francisco, Wichita, Buffalo and Chicago exchanges.

The sec'y's report was accepted and placed in the records.

Treas. John W. Snyder of Baltimore read his report which tallied with the financial statement of the sec'y. It was referred to the auditing com'te composed of C. A. Macdonald, who found it correct.

Pres. Murray: The officers have every reason to be grateful at the financial support given by the different exchanges during the past three years.

Chas. Kennedy, Buffalo, read the report of the B/L Com'te prepared by Chas. England of Baltimore, giving the status of the Pomerene B/L Bill from which we take the following:

"The Pomerene Bill, having received the endorsement of the commercial interests, also the American Bankers Ass'n and the American Bar Ass'n, it can confidently be regarded that a B/L issued thereunder will be an acceptable financial document, and that it has met all constitutional and legal requirements. Therefore, this organization should strongly urge its component membership to concentrate their efforts for early action by the House of Representatives, and make arrangements to be represented at the hearings by the House Committee on Interstate and Foreign Commerce, in order that it may become a law during the last session of the present Congress. The passage of this bill is more important than ever before, because all interests have been fully notified thru the testimony given at the numerous hearings before Congressional Com'tes, that the carriers admit very little responsibility under the present statute. When it is borne in mind that there is annually transported \$25,000,000,000 of commerce, and that advances are made annually upon bills of lading to the extent of \$5,000,000,000, the wisdom and necessity of this legislation is very apparent."

The report was received and filed, with an additional recommendation by Pres. Murray, which was adopted, that each exchange should take up the bill and do everything possible to further its passage.

Educational Com'te Report.

J. C. F. Merrill, Chicago: The sec'y's report covers the ground very fully. That is because the sec'y is the active agent of the Council in carrying on its work.

The public holds very erroneous views regarding the exchanges. Even men in high places do not comprehend the functions of the exchanges. It is the business of the public and not that of the exchange, which is done on the exchange. If there is gambling, it is on the part of the individual. To impart this intelli-

gence to the people is of prime importance.

A great improvement has been made at Washington in the understanding of the exchanges. Congressman Lever told me a few weeks ago that the efforts of the exchanges to educate the people had been of great service "and I am one of the people who three years ago was opposed to speculation, while now I believe it serves a very useful purpose." Some of the senators have changed. Those who were radically opposed to us have changed.

Some members of Congress have notified Judge Henry that if he brings up his resolution in the House they will defeat it. They say such a report will cost money, will take time, and "We are too busy to read it, if made." The report of the Industrial Commission fully covers the grain exchanges and answers every purpose of another investigation. It is my opinion we will have no legislation inimical to the exchanges until we have another Congress and perhaps not then.

Chas. F. Macdonald, Duluth: Manahan has announced himself a candidate for attorney-general of Minnesota for the purpose of "putting the grain combination out of business."

Geo. H. Davis, chairman of the transportation com'te, referred to the fact that the com'te could take up questions only of general interest and that a protest from any three exchanges would stop even that, so the only matter taken up was the charge proposed for spotting cars. Mr. Davis told of the effective work done by the Kansas City Board of Trade and thru H. G. Willson, mgr. of the Kansas City Transportation Dept., in fighting the car spotting charge. He said there will have to be a formal hearing on the car spotting tariffs, but not until after the advanced rate hearings.

Adjourned to Monday afternoon.

Monday Afternoon Session.

W. T. Cornelison, Peoria: We need a little assistance to carry out our ideas for uniform grades and supervision, rather than federal inspection of grain. A good many of the farmers' organizations now will be satisfied with good, strong supervision and will withdraw their efforts for federal inspection.

Unless some bill is passed before July 1 the corn grades will be supervised only under the Pure Food and Drugs Act.

Mr. Merrill: Mr. Moss wrote me his bill was tentative and hoped the grain people would make suggestions. It was necessary to introduce the bill to get the matter before the com'te officially. The Lever bill in its finality is federal inspection and not supervision. There can be no supervision unless supervisors are employed to go from market to market. Licensing only allows the same differences as in the past.

When we had track inspection at Chicago the difference in the application of the same rules by the different men would amount to a whole grade. They would vary so much every day that a car inspected No. 4 by one would have inspected No. 3 in the other yards. It was suggested that "line" grain should be supervised by a board. The outgrowth of that was room inspection, which has eliminated the inequalities. Real supervision will be necessary in order to have uniformity. The proposed measures will not accomplish supervision. It is a misnomer to call them supervision bills.

In view of the bleached flour and the Hall-Baker decisions I believe the government will not have confidence in its

power to disturb state inspection. Any grain passing out of Chicago public warehouses any time within three months after July 1 will be graded out under the old rules, and under the Hall-Baker decision the government can not disturb such inspection.

All inspectors submitting to supervision should be authorized to stamp their certificates "This grain supervised by the Federal Government," and the grain should be entitled to go to final destination under that certificate of grade. If a contract provides that the grain shall not be inspected until paid for, subsequent inspection could not be enforced.

Mr. Moss writes me that nothing will be done at this session.

We will not have what we want unless we unite and go down to Washington and perhaps draw up a bill for them. I believe these inspectors should be paid a handsome salary, say \$3,000 a year, in order to get men of ability.

Nesbet Grammer, Buffalo: What we did at Washington was right. As we left it we have supervision and not inspection. We arranged for quick appeal. We had it all in the amended bill prepared by the Grain Dealers National Assn.

Chas. Kennedy: Mr. Merrill and Mr. Grammer each claims he has got supervision, and that the other has federal inspection.

J. Collin Vincent, Baltimore: Those corn grades can not be put into effect July 1 unless we have further legislation. Millers and the buyers in Europe know more about what they want than they do in Washington.

L. W. Forbell, New York: It has been declared here that the two bills have been close to federal inspection. The com'tes going to Washington have had very little success. Twice a com'te of the New York Produce Exchange has gone to Washington, but neither time got a hearing, and finally filed a brief.

Pres. Murray: I ask for instructions. Mr. Forbell: The bills before Congress have been formulated by Congressmen and not by grain men.

Geo. H. Davis: We are side-stepping this issue. The outside markets are all agreed except Chicago and the exporters. No good will result unless the outside markets and Chicago get together.

Pres. Murray appointed Merrill, Forbell and Kennedy a com'te to formulate a resolution on supervision.

Mr. Macdonald read a paper by Julius H. Barnes of Duluth on "Making the Great Lakes of More Value to the Grain Trade," from which we take the following:

Making Great Lakes of Value to Grain Trade.

The first great improvement for our Great Lakes is the deep water connection

with the Atlantic Ocean. The Welland Canal is being deepened to ocean depth. It will be completed in four years. A stretch of the St. Lawrence 45 miles long needs deepening to ocean depth to introduce the ocean carrier on our Great Lakes. Every city on the Great Lakes with water enough in her harbor or to float an ocean liner will have a chance to do a seaboard business, in my judgment, within the next ten or fifteen years, but you and I may have to mould the public sentiment that will bring this about.

This improvement may cost \$100,000,000, perhaps \$200,000,000. Is it justified? Look at it from a grain standpoint alone. In the fifteen states served by the Great Lakes the surplus grain crop of 1912 amounted to 4,022,000,000 bushels. The introduction of ocean liners to load at Ft. William and Duluth, Chicago and Milwaukee would make an immediate transportation saving in the surplus of those crops of 5c per bushel or more. If it is justly right as a principle of trade that anything that affects the surplus price in that way would affect the value of the entire crop, then each year would see a saving of 3c per bushel on the total crop or \$200,000,000 in those fifteen states on grain alone.

Northwestern Canada in ten years will grow a billion bushels of grain and add its saving of \$50,000,000 annually. This neighbor of ours to the North is young and lusty and doing things. In 1900 grain insurance from Montreal down the St. Lawrence to foreign ports was three or four times the insurance rate from New York. Canada did not rest under that natural handicap. She spent \$38,000,000 improving the St. Lawrence below Montreal. She built ninety light-houses, nine fog alarms, three light-ships, 180 acetylene gas buoys, and today the insurance rate from Montreal down the St. Lawrence and abroad is almost the same as from New York, Philadelphia and Baltimore. Canada's prosperity is wrapped up with that of the grain growers. She must market their grain cheaply. She is improving the Welland Canal with that in view, and when the Welland Canal is under way she will probably improve the St. Lawrence waterway and facilitate the introduction of ocean steamers direct to her grain loading ports in the far West.

We can help Canada in this. We can improve the Detroit River, Lake St. Clair, the St. Clair River and the Sault Ste. Marie. We can deepen those to ocean depth and maintain them in return for Canada's construction of a deep ocean highway to the sea.

The railroads have advanced the rates on the Great Lakes on merchandise carrying until, with the most artificial and round-about routes, they can compete. Carrying freight from New York to Chicago by shipping it on ocean steamers to Norfolk and Newport News and there face a longer rail haul than before it left New York, and making for the longer route a lower rate than the direct rail rate so as to compete with the lake-and-rail lines, thus diverting the tonnage which should fill the lake boats and reduce their rates, is to me not only an absurdity of operation, but a most unjust and unbusiness-like method of depriving the public of really cheap transportation.

No attempt has been made to cheapen the handling of merchandise on and off the boats on the lakes. The underlying principle of keeping the lake rates as near as possible to rail, so that every pound of tonnage will move all-rail over the rail lines of the same railroads that operate these boats, has prevented the development of merchandise carrying on the Great Lakes to anything like the extent which has been done in bulk commodities. Grain,

ore and coal carried by competitive owners for a profit furnish the cheapest transportation in the world; a transportation cost which is a marvel wherever it is discussed. But on merchandise, on the things we eat, and wear, and furnish house and shop and office, on the thousand forms of manufactured articles which civilization demands east and west, the economic value of the Great Lakes has not yet been felt.

These things are beginning to be understood. These facts have come out in the investigation of the Interstate Commerce Commission this spring relative to the question as to whether the continued operation of lake steamers by railroad owners is in the public interest or not. But public sentiment should understand these things and stand behind the Commission when attempts are made to correct these abuses.

Pres. Murray read a letter from John G. McHugh, sec'y of the Minneapolis Chamber of Commerce, asking for an expression of opinion on the solicitation of speculative business from small communities.

John L. Messmore, St. Louis: Much of the adverse criticism of the grain exchanges comes thru the operation of the private wires in the country. I think it would be well to ask the Chicago Board of Trade to regulate the matter.

H. N. Sager, Chicago: I was one of the signers to a petition to our board asking that a rule be adopted restricting the operation of the private wire systems.

Mr. Sager stated the position of the movement on the Chicago Board to restrict private wire operations in the smaller communities. "Private wire lessees insist upon having the best copper wires, leaving to the general public the iron wires and out-of-date equipment. The fact that they lease a large portion of their equipment to private interests deprives the public of adequate facilities. All interests should have equal service."

Adjourned to Tuesday morning.

The Banquet.

The Buffalo grain dealers had arranged for an informal dinner at the Country Club Monday evening and carried the delegates by automobile along the boulevards to the park-like grounds of the club. Here liquid refreshment greeted the guests, after which they filed into the dining room, the 20 delegates being reinforced by 60 Buffalo grain men and a few leading merchants in other lines.

R. W. Searle, as toastmaster, fittingly introduced each of the speakers of the evening.

L. W. Forbell enlivened the proceedings with moving songs and Max Nowak and Jas. McEwen with walking tangos.

Mr. Messmore lived up to his reputation as a story teller. Mr. Kennedy, the wheat man, showed that he was a master of negro dialect. Mr. Sager spoke in a serious vein, and said success in business was not measured by the wealth amassed.



Some of the Delegates to Meeting of Council of Grain Exchanges at Buffalo, June 16, 1914.

H. C. Harrison, chairman of the Buffalo Corn Exchange Reception Com'te, assiduously exerted himself to make everyone happy, and the well served dinner was enjoyed by all.

Tuesday Session.

Pres. Murray opened the Tuesday morning session shortly before 10 o'clock by calling on Mr. Macdonald for a resolution he had prepared regarding congestion last fall in handling grain thru Buffalo, as follows:

Grain Congestion at Buffalo.

WHEREAS, Congestion in the handling of grain through the port of Buffalo has been experienced for several seasons, and was particularly pronounced in the fall of 1913; and

WHEREAS, This condition has operated to the disadvantage of every market that must rely to any extent upon the Great Lakes as a medium for the transportation of grain, in some cases greatly curtailing the opportunities of markets for doing business, and thereby reducing their grain receipts, and thus directly damaging the interests of the grain trade in those markets; and

WHEREAS, The port of Buffalo, by reason of its commanding location at the eastern extremity of the Great Lakes, has a practical monopoly as the outlet of all grain that moves over the lakes, and through that fact has a responsibility to all of the shipping ports of the Great Lakes which it should feel itself bound to meet; be it

RESOLVED, That the Council of Grain Exchanges urges upon the Corn Exchange of Buffalo that it use its best endeavors to have the elevator interests of the port of Buffalo appreciate the responsibility that rests upon them, to operate their plants during the active grain shipping season to their utmost capacity.

Mr. Macdonald: The situation last fall cost Duluth 10,000,000 bus. of grain. One concern paid \$7,000 demurrage on two cargoes. Duluth-Superior could not take the grain in because they could not get it out. Our elevators operate double shift, but that is not the case here.

Chas. Kennedy: The New York Central has torn down the elevators and fire has destroyed the wooden houses. The Pennsylvania is erecting a large elevator, so is the Superior Elevator Co.

Mr. Forbell: Your com'te on federal inspection, after discussing all sides, has prepared the following resolution:

Federal Supervision Not Inspection, Wanted.

WHEREAS, There are now pending in the Congress of the United States and duly referred to the Com'te on Agriculture of the House, two bills relating to the grading of grain, one introduced by the Hon. A. F. Lever, the other by the Hon. R. W. Moss, and

WHEREAS, The provisions of these bills are such that the two prime essentials of legislation bearing on this important matter,—Supervision of Existing Inspection Departments and Systems, and Uniformity of Application of the same rules in the same way, in all markets of the country,—are not, in the opinion of the Council of Grain Exchanges assembled at Buffalo, June 16, 1914, sufficiently emphasized and provided for; therefore be it

RESOLVED, In order to more fully co-operate with the efforts of the Grain Dealers' National Ass'n to secure legislation that will best promote and protect the interests of the entire grain trade, that the members of all grain bodies and Ass'ns be and hereby are urged to make every effort to influence the Committee of Congress to provide more definitely for the aforesaid essentials of Government Supervision of the grading of grain moving in inter-state and foreign commerce, to the end that State and Local Inspection Systems as now existing thruout the country may continue in their present independent form, and that unification of federal and local authority may result instead of domination by federal authority, to the extent of, in effect, transforming present inspection to federal inspection.

The G. D. N. A. has had the matter in charge but it has been unable to influence Congress to adopt a scheme that

would provide for the equal protection of all under supervision only. We hope the constituent members of the Council will take up the matter.

Mr. Cornelison: I will add a little to what Mr. Forbell said in reference to work done by the G. D. N. A. This is nothing more than an indorsement of what has already been done by the G. D. N. A.

Mr. Merrill: The Agricultural Com'te is looking for further assistance. At the hearing the com'te saw fit to embrace other matters, such as the Henry resolution on future trading.

Supervision and uniformity of inspection are the only two things we want. We have all else. We do not want domination by the federal authority.

Mr. Cornelison read a telegram from A. E. Reynolds, who received it from Congressman Lever, as follows: "Expect supervision to pass this session on Moss bill basis; no further hearings."

Mr. Merrill: Representative Moss wrote me no action is expected this session. The matter is really in the hands of the sub-com'te, and the Moss bill represents the ideas of the sub-com'te.

Mr. Cornelison: I believe the place for us to make a final stand is before a com'te of the Senate.

Mr. Davis: Heretofore we have worked thru the Legislative Com'te of the G. D. N. A. Are we to continue?

Pres. Murray: So far the grain bodies have failed. Too many cooks spoil the pie.

S. P. Arnot, Chicago: I believe the fight should be made among the grain men. Let Congress know that when we go we are a unit in our demand.

J. Collin Vincent: I want to state here that those amendments by the Legislative Com'te of the G. D. N. A. were not satisfactory to the Baltimore Chamber of Commerce.

Mr. Merrill: For nine years we have fought federal inspection and it is defeated. The G. D. N. A. has labored for uniform inspection but has been unable to make it uniform because in each market are peculiar conditions it is desired to retain.

Mr. Sager: Our efforts now are only to bring such assistance to the National as we can to bring about supervision.

Mr. Davis: The sole idea of these legislators at Washington is that the exchanges are undergrading the farmers' grain. We are supposed to be the opulent exchanges that are robbing the country shipper. We are the defendants in this case.

Mr. Merrill: You are off the trolley, George.

Mr. Arnot: I move that the Council indorse the sentiment expressed in the resolution and that the chair appoint a com'te of five to take this up with the Legislative Com'te of the G. D. N. A. Carried.

Mr. Macdonald's resolution regarding congestion at Buffalo was carried.

In the absence of F. B. Rice, chairman of the Crop Improvement Com'te, Bert Ball, sec'y of the com'te, made a complete statement of the vast volume of work initiated by the com'te, reporting closer co-operation from the grain ass'ns. "The last of the Sears-Roebuck fund was allotted last August. We now have 277 counties organized and employing county agents; 1,100 are in process of organization, and 350 are ready to apply to the U. S. Government for assistance. The government appropriated

last year \$373,240 and there seems to be money enough in sight."

"One county raised \$24,000 in one year, Portage County, Ohio, having 2,100 members at \$10 a year. There has been raised \$1,365,000 for the employment of county agents for two years, which would not have been done but for the activities of this com'te."

Mr. Ball forbore to read the stack of letters from county organizers reporting the wonderful success of the crop improvement propaganda.

Mr. Vincent: We had not made any headway in Maryland until a couple of years ago we succeeded in having a bill passed by the legislature for funds, and now we have 11 counties organized.

Mr. Cornelison: I move a vote of thanks for the efficient work of the com'te. Carried.

M. C. Burritt, state leader of crop improvement work in New York, addressed the delegates briefly to the effect that no one man in any community could accomplish much directly. It must be done by united efforts of several men in each county. The only kind of help is self help.

Mr. Smith, sec'y Western Elevating Ass'n, Buffalo: The reason we could not get more cars handled is that we could not get them switched, but we expect great improvement as the Buffalo Creek Railroad has bought 6 new engines. Plans are being made for the reconversion of our elevators for rapid canal boat loading.

Mr. Davis: It seems to me advisable to leave it to the executive com'te as to whether we should have a midsummer meeting.

C. A. Brown, Minneapolis: I shall move an amendment to the by-laws in January that the summer meetings shall not be obligatory but shall be left to the discretion of the executive com'te.

Pres. Murray: The subject should be brot to the attention of the Council. No further action is necessary at this meeting.

Mr. Merrill: I move that the sec'y notify the members that a change is proposed in the dates of the meetings. Carried.

Adjourned *sine die*.

IN ATTENDANCE:

Baltimore: John W. Snyder and J. Collin Vincent, rep. Chamber of Commerce.

Chicago: J. C. Murray, J. C. F. Merrill, E. A. James, H. N. Sager, W. H. Noyes and S. P. Arnot, rep. Board of Trade.

Duluth: M. L. Jenks and Chas. Macdonald, rep. Board of Trade.

Kansas City: Geo. H. Davis, rep. Board of Trade.

Milwaukee: A. R. Templeton and P. P. Donahue, rep. Chamber of Commerce.

Minneapolis: C. A. Brown and S. J. McCaull, rep. Chamber of Commerce.

New York: L. W. Forbell.

Peoria: W. T. Cornelison, rep. Board of Trade.

St. Louis: J. L. Messmore and E. M. Flish, rep. Merchants Exchange.

Toledo: Jesse W. Young, rep. Produce Exchange.

Chas. Kennedy and Nisbet Grammer officially represented Buffalo; and W. M. Richardson of Philadelphia renewed his acquaintance with the delegates.

FOREIGNERS have contracted ahead for nearly fifteen million bushels of wheat, partly for export via the Gulf and partly via Montreal. Toledo has sold a little, Chicago considerable. There will be a good demand early. Crop may be enormous, more than threshers can handle promptly. Some farmers always sell freely early. Speculation is quiet and bulges will be feeble unless fresh crop damage develops.—C. A. King & Co.

Ohio Grain Dealers' Ass'n at Cedar Point

The 35th annual convention of the Ohio Grain Dealers Ass'n was called to order by Pres. E. C. Eikenberry at 10:35 a. m. in the auditorium of the Breakers Hotel at Cedar Point, O. With a few happy remarks so characteristic of Mr. Eikenberry the scheduled program of the convention was started by the introduction of Jas. A. Ryan, who welcomed the dealers. Every member of the convention was made to feel that the management of Cedar Point was trying to make him welcome. Mr. Ryan closed with a tribute to the trade as a business, of the highest standards and said, "We will be sorry to see you go and trust that you will come again and again."

H. S. Grimes, Portsmouth, responded: The Ohio ass'n is one of the oldest of its kind and has done more good for the trade than any others to my knowledge both in the nation and state. Chief among the benefits to the Ohio grain men has been the organization of the Ohio Grain Dealers Insurance Co. Younger members unfamiliar with the work of the ass'n do not realize its benefits in legislation and markets. We are glad to be at Cedar Point again to enjoy its delightful scenes and people. I think it is an ideal meeting place.

Upon motion the reading of the minutes of the last meeting was dispensed with.

Pres. Eikenberry, after a few preliminary remarks, delivered his annual address from which we take the following:

President Eikenberry's Address.

The past year has been, in many respects, the most eventful in the history of the American grain trade; the year in the immediate future promises to be equally as momentous. We stand in the midst of legislation in the making as well as at the point of initiation of reforms, at least radical if not revolutionary in their character. The removal of duties on imported grain, both by direct legislation and by reciprocity arrangement, has materially altered our relative commercial position among the grain producers of the earth and has placed the prices of grain and grain products on a world's basis.

The trade is in the process of adjustment to these changed conditions. It is a remarkable fact that the American people protest more vehemently against change than any other nation, as our system of political parties at all times insures a healthy and critical opposition; but it is equally remarkable that we Americans adjust ourselves to these changes with greater facility than do any other people. So, in time, we shall accustom ourselves to an inspection of grain supervised by the government and with an Appeal Board of government officials, we shall view with complacency the arrival of Argentine corn to supply industries located even in the heart of the corn belt, and we may without utter collapse of our cherished institutions have the Pure Food Law applied to the farmer himself and have confiscated some of the rotten corn that he attempts to deliver to the country elevator.

At the same time we are a patient people; but while we so patiently wait and while we readily make the necessary adjustments, the inevitable result of all this change and this uncertainty is a spirit of hesitancy that has resulted in a restriction of trade. Trade in a commodity so essential to the subsistence of the human race cannot stagnate; human necessity prevents. The very strength with which the current of the business continues to flow deludes even honest and well-meaning officials into the feeling that no harm has resulted; whereas, there is scarcely another interest which would not have been entirely paralyzed by the continuous threatened legislation and the departmental regulation to which the grain traffic has been and is being subjected. It hurts just the same, even tho the vitality of the trade is suf-

ficiently strong to withstand influences so pernicious.

Uncertainty as to governmental action should not be unduly prolonged. For instance, ample time was consumed in the preliminaries that led to the promulgation of tentative grades of corn. Legislation making effective the application of these grades should be the order of the day, and should not be delayed. The grain interests have suffered sufficiently from threatened regulation and such regulation as is to be applied should be applied promptly. Let's have done with it.

The government owes to this most important factor of Interstate Commerce a settlement of its affairs that it may adjust itself to the new order of things and be permitted again to establish itself on methods of commercial procedure that will have, at least, some elements of permanency. Recurring attempts at legislation on matters of vital import to the trade are pernicious, destroying stability, begetting uncertainty and preventing a safe and economical distribution of the grain products of the country. If we are to have Government supervision of grain inspection, let us have it; if it is to be Federal inspection, let us have this; anything is better than this continued and continuous uncertainty.

The representatives of the American people should put themselves on record as favoring some well defined policies and lines of action and then stay put. We have reason to consider those in authority as committed to a policy looking to Government Supervision of grain inspection; however, our faith therein is shaken by their apparent inability to prevent the repeated introduction of measures looking toward Federal inspection. A few demagogues or misguided reformers can make of themselves a continuous menace to the orderly development of a line of policy and that they cannot be prevented from so doing is one of the inherent weaknesses of our form of government.

It seems that our house is to be cleaned from cellar to attic. Legislation effecting the humblest country dealer in grain only keeps pace with legislation seeking to define the powers and limit the scope of operations of the great commercial Exchanges. Through it all the trade is acting with supremely good sense. Its representatives have at all times displayed a willingness to co-operate with the various departments of the federal government to the end that final legislative enactments may be efficient, eliminating abuses and evils wherever they may have existed and at the same time preserving unimpaired the fundamental principles which embody the product of the experience and best thought of the trade throughout the years of its existence.

In this work of co-operation your association, through its accredited representatives, has borne its full share. In the prolonged conference at New Orleans on the tentative grades of corn, in conferences on the same subject that followed in Washington, in the later conferences both at Chicago and Washington on the Lever bill providing legislation to make effective government grades of grain, Ohio has been represented, and her representatives have at all times sought to reflect, so far as possible to obtain it, the attitude of the grain trade of the state.

The exchanges of the country are conducting an open, honest and clean educational campaign, calculated to eradicate prejudice against these associations as well as to place them and their functions before the public that their actual necessity and vital importance may be fully appreciated. It is the duty of every member of this and similar associations so to fortify himself with a knowledge of our grain exchanges and their various activities that he may meet criticism everywhere with fact, and that he may be an agent for carrying along this educational campaign. We cannot hope to escape. Should the higher interests of our business suffer we must likewise also suffer. The voice of the people is the voice of God, but remember that popular clamor is not necessarily the voice of the people.

Advance in Freight Rates: During the hearings before the Interstate Commerce Commission on the Railroad Advance Rate Case your association through the proper officials prepared and filed with the Com-

mission a brief, exhaustively setting forth its attitude in opposition to the so-called Brandeis plan, proposing a specific charge for spotting cars and other special services on the part of common carriers. This brief presented at length the especial injustice to the grain trade of a charge for spotting cars to grain elevators, which are in reality privately owned and maintained facilities for collecting of grain commodities into car lots, such facilities to many other lines of trade being supplied by the railroads themselves, but which for this very reason would not be subjected to these similar charges.

It is devoutly hoped that the Interstate Commerce Commission, at best a government anomaly, will hand down its decision in this question of advanced freight rates and additional revenue for our railroads and thus remove an uncertainty that has had more to do toward depressing the business interests of this country than probably any other agency. Not the actual legislation or administrative act as a rule restricts business operations and stagnates finances, but the pernicious and in many instances unwarranted delay and uncertainty prevailing while such legislation or acts of administration are pending.

Agricultural Activities: Two years ago at our Convention here at Cedar Point specific mention was made of the fact that the state of Ohio was maintaining three separate and independent agricultural activities, that such system or lack of system was archaic, resulting in duplication of effort, inefficiency and waste. Only one of many organizations with a protest, we may claim our share in the legislation that ensued creating our present State Department of Agriculture, which is really an efficient organization. Co-operation on the part of our members with the various phases of the work of this department is intelligent and is good business.

The farmers of this state need to produce the limit of the capacity of the soil. If the grain dealers of Ohio are to maintain the volume of their business, a considerable increase in production of grains will be necessary to offset the increased feeding operations. It is my belief and I am confident statistics will support me in the statement that the grain coming to market as grain will in many sections of the state not exceed 75% of the grain marketed in the same sections ten years ago.

Regular grain dealers are more and more becoming purveyors of farmers' supplies. More attention is being given to these collateral lines and less to grain. This is resulting in a disposition to handle grain on a closer margin than formerly, anti-cipating profits from other lines of goods to offset. Where farmers trade out or exchange a large portion of their marketable grain the tendency is to handle the grain with little or no profit in order to secure the retail patronage. This is not good practice and results in an unmercantile condition of grain handling as a business.

The tendency of the times is toward a concentration of more trade in fewer hands, but in every well regulated business each separate line is made to produce its share of profit and to bear its just share of expense. A trade that does not carry profit and advantage to both buyer and seller lacks elements of commercial morality. Continually ignoring this fact will eventually sap the vigor and life of any business institution. This is the inherent weakness in many of the co-operative concerns which have in recent years been created to do business with and for farmers in grain and grain products. Business done at cost inevitably is business done at a loss. Our farmers are learning by the costliest kind of experience the cost of grain handling and country elevator operation.

Co-operation is legitimate only when it seeks to save to the producer excessive margins for handling his product or when it seeks to curtail expenses that result from loose and uncommercial conduct. Founded on these conceptions, conducted in broad lines of mutual benefit and on lines of correct mercantile methods by managers of brain and common sense, the co-operative business concern can succeed. Too often a prime object is to compete with established institutions of private ownership and in many cases the corner stones of such ventures are spite and ignorance. Co-operation and competition in its commonly accepted meaning are opposites and the one cannot exist when the idea of the other is predominant.

Cost of Handling Grain: There are few lines of business in which a reasonable profit is so difficult to determine as in the handling of grain. We country elevator people are woefully ignorant on percentages of shrinkage, an element we have with us at all times and one which with facility

turns apparent profits into actual losses. Every individual crop has its ratio of shrinkage. Condition, percentage of moisture, time of storage, method of handling all enter into this item. Exhaustive experiments to determine shrinkage have failed to furnish any reliable basis on which it can be computed. It is at all times an uncertain factor. I call attention to these facts, which are well known, with the hope of directing more general and intelligent consideration to this matter of natural shrinkage of grain.

More intelligent and systematic bookkeeping on the part of operators of country elevators will disclose many hidden factors of profit and loss. Haphazard methods of elevator bookkeeping are rapidly disappearing. The necessities of a business constantly widening, closer competition and contraction of marginal profit are potent eliminators of waste and wasteful methods. The cost of operating a country elevator has in the past year received considerable attention in the trade journals. There is a surprising range in figures presented, indicating a vague idea yet in the minds of many operators of the cost of operating their plants.

I want especially to emphasize the importance of an intimate acquaintance with the details of operation of a grain handling plant, made especially important because of the very narrow margin on which grain is handled. Ohio has its full share of grain elevators, all and more than the volume of business justifies. Investment in a grain elevator at a point where such facilities are already adequate is not judicious. The lesson is yet to be learned that the cost to the producers of any community is doubled when two elevators are to be maintained instead of one, if the one properly managed and operated is adequate to the grain handling needs of the community. As the ratio of facilities to a stationary volume of business increases, the margin of profit must also increase. The grain business at present does not in many localities present a strong allurements to men of good judgment and business experience.

Relations between the country grain merchant and the grain buyer and operator of grain facilities in the terminal markets have improved. There is a better mutual understanding between them, more faith in honesty of methods and a sort of a community of interest has been created. Business is being conducted on a higher plane; sharp practices and questionable methods are becoming obsolete; the world moves forward, and we are keeping pace.

Arbitration: Both the State and National Associations maintain departments of arbitration to which members may resort at any time for the adjustment of such differences as may arise. Our members are urged to avail themselves of this privilege. But it is hardly credible that cases are frequently brought to these committees in which the plaintiff is plainly

dishonest and the merits of which would not be sustained by any court in the land. There is such a thing as an honest business difference; when resorting to arbitration come conscientiously believing your case is just. You may be wrong in honestly believing you are right, but, at least, be square with yourself. The committees, particularly of the National Ass'n, are giving much time and arduous and exacting labor to the grain trade and are doing it practically without compensation. The few bear the necessary burdens of the many; the many should not unnecessarily add to the burdens of the few.

The Ohio Grain Dealers' Ass'n should and does take pride in its relations with the National Assn. Our loyalty to the best interests of the greater organization has never been questioned and I firmly believe each and every Ohio grain dealer is ready to lend his support to the National Assn and to commend the watchful care it has exercised over the higher interests of the trade. It is much to be desired that this relation continue as time passes serving more closely to unify the interests of the two organizations.

The Ohio Grain Dealers' Assn needs a wider membership and more general support on the part of the grain handlers of the state. Non-members, honest and upright in all respects, ready to pay for all service rendered, receive continually the benefits derived from the vigilance exercised by their trade associations and yet contribute neither financial or moral support. They do not desire to have the associations dissolved and put to the test will readily admit the necessity of their existence.

The lack of affiliation is not necessarily the result of deliberation or design but rather of indifference. There are too many non-members in the North-Western section of Ohio, the territory of heaviest grain production. Local Assn affairs in this section seem to be somewhat chaotic. The gospel of the State Assn should be carried into this territory. Every dealer of good standing in the State should be on the rolls, either as a direct member or affiliated. The local can and does accomplish some things that the State Assn cannot accomplish, on the other hand the State Assn covers a broad general field that cannot be covered by a local assn or any combination of local assns.

The State Association should foster the existence of local assns and should aid by all possible means that they may in full measure accomplish their ends; the local assn should by affiliation of its membership support the state organization. Some plan should be arranged by which the membership in the Assn might be materially increased. I would suggest an amplified membership committee, composed if advisable, of one member from each county in the grain producing section of the State. With proper organization and a

little effort by each of many individuals, the membership ought to be doubled.

This would remove the only wrong existing in this Assn and that is the disgraceful disparity that exists between the value of the services rendered by your Secretary and the salary he receives for these services.

Appreciation of Sec'y McCord: This is the third time I have had the pleasure of bearing to your Ass'n a record of my appreciation of the services of Sec'y McCord. No detail of Assn interest escapes him and he is never beset with too many cares to give to its interests painstaking attention. Your interests are his interests; he regards them as such and he gives of his time and strength to the Ohio Assn and that apparently without regard to compensation. Gentlemen, such services are above price, but this is a world of material necessities, and a better compensation should be made for the official duties performed by Sec'y McCord.

A tribute to the business acumen and painstaking methods of Sec'y McCord is the record of the Ohio Grain Dealers Mutual Fire Insurance Assn which is unique among assns of this character. Directly the offspring of this assn, it deserves the support of every elevator owner in the State. We are not advertising business institutions, but we do take a pride which we trust is pardonable in producing this Fire Insurance Assn as a concrete example of the benefits to be derived from a spirit of Assn and co-operation among the grain dealers of the State.

The press of the grain trade deserves mention as having made rapid strides in improvement during the past year. The Journals of the grain trade are a credit and the fact that they are enabled to maintain a standard so high is significant of the extensive interests they serve. No individual or firm interested in the traffic of grain or grain products can afford not to be a subscriber for one or more of these publications.

This Association continues to stand for the highest interests of the trade. It has promoted higher business ideals, developed a spirit of co-operation among dealers and swept away the barriers of trade hatred and prejudice between fellow dealers placing competition on a higher plane and blazing the way along the lines of correct and just trade rules and commercial rectitude.

The Association should preserve the spirit of its youth and live not by recounting the achievements of the past but by an enthusiastic anticipation of the greater work that lies in the future. Not one of the large Associations in the trade, we blushingly admit that what we lack in quantity we make up in quality.

No Association of men has a more loyal membership. Since January 1912 to this day through all weakness and incompetency, I have enjoyed the splendid support

Newly Elected Officers Ohio Ass'n.



Standing: Directors H. S. Grimes, Portsmouth; K. B. Seeds, Circleville; S. L. Rice, Metamora.
Sitting: Sec'y J. W. McCord, Columbus; Pres. E. C. Eikenberry, Camden; Vice-Pres. John Wickenhiser, Toledo.

of every member and as a younger member, I desire especially to emphasize the spirit of helpfulness and sympathy on the part of that ever contracting circle of older members who made the Assn what it is and whose influence is still to make it more than it is.

I should be guilty of ingratitude should I fail to express appreciation of the honor of serving as your President during the past year. I have done what I could. As much as within my power I have tried to keep the Association facing the future. This generation is the best generation in which to have been born, this year was better than any previous year, this is the best day that God has made. But the next generation will be better than this. Next year the world will have advanced and tomorrow God will have made a better day than to-day.

Sec'y J. W. McCord then read the reports of the sec'y and treas., which follow:

Report of Secretary McCord.

The activities of the office of the Secretary during the past year have been up to the standard of former years. We have been alive to every important factor entering into the grain trade in all its relations, using our best endeavors for the accomplishment and attainment of the best results of every effort put forth by the trade through individual and organized forces for the general welfare of the trade, such as legislative and other reforms, matters pertaining to the Uniform Bill of Lading, the establishment of Government Grades of Corn, the Grain Grades Act, the pending Freight Advance Case, the agitation for the proposed special charge for spotting and switching service, the minimum weight for grain in car lots; also protesting against the very recent contemplated action on the part of the carriers in Central Freight Ass'n territory with respect to increasing the minimum car load weight on corn from 56000 to 60000 pounds.

In this latter proposition we believe we are the first and only Association that the carriers have approached or consulted on the subject. We believe that our reply to them on the subject, which we made in writing in the form of a brief submitting argument against the proposed increase of minimum weight, will convince the Official Classification Committee, when the matter comes before them, that any increase above 56000 pounds of car load minimum for corn, especially at this time or in the near future is not warranted and would impose an unjust and unreasonable burden on shippers of grain.

We have very actively co-operated with the Grain Dealers National Assn and the several state assns in all matters of general importance to the grain trade that have arisen, such as have already been disposed of, and those subjects that are still pending.

We have rendered all possible assistance and encouragement to the local assns in our State. We have responded promptly to all requests of members in matters affecting their own individual troubles in their relations with the railroads and also have assisted in procuring settlement of disputes and trade differences which have arisen between members, also between our members and non-members.

Numerous requests have come to us from our members for advice and opinion on a diversity of matters related to the trade and we believe we have been able to give such advice on all requests as has afforded

a satisfactory solution of the problems in questions and matters submitted to us.

Trade Differences: Several cases of trade differences for proposed arbitration have been before us during the year, and we are pleased to say that by our efforts we have procured settlements or otherwise disposed of these cases satisfactorily. So that our Committee on Arbitration has not been burdened with any work during the year.

I wish especially to thank our worthy President for the very great interest he has shown in every department of the work during the terms of his office, and to acknowledge the very great relief afforded the Secretary's office by his valuable assistance in attending conferences, and being constantly alive to the welfare of the Association in all its relations.

I desire to thank the members for their hearty and ready response in our requirements for financial and moral support.

Judging the future by the past, the promise for still greater accomplishments in the future for the good of the grain trade, the placing of the grain business on a still higher plane, the attainment of a still higher degree of mutuality, harmony and good feeling among dealers and as between dealers and producers, and the attainment of a higher degree of equity as between carriers and shippers of grain, is indeed bright. This result will surely be reached if we but keep our shoulders to the wheel, and as one man we cheerfully contribute our moral and financial support to the great work in which we are engaged.

TREASURER'S REPORT.

June 17, 1913, to June 16th, 1914, inclusive.

RECEIPTS.

June 17, 1913.

Balance on hand from previous year.	\$ 73.39
Received 162 Affiliation Dues during year @ \$3.00 each.....	486.00
76 Regular dues @ \$5.00 each.....	380.00
Middle Ohio Grain Dealers' Assn. on Affiliations.....	30.00
Refund by Grain Dealers National Assn for subscriptions paid for "WHO IS WHO".....	26.50
Total.....	\$995.89

DISBURSED.

Postage.....	\$ 53.00
Office Rent.....	55.00
Telegrams & Phone Tolls.....	1.74
Printing and Stationery.....	70.35
Stenographer & Clerical work.....	185.00
Secretary on salary acct.....	250.00
Traveling Expenses: To Cincinnati, Chicago, Marion and St. Louis.....	81.65
President's expenses, Chicago, Columbus and for postage and stenographic work.....	58.80
Affiliation to Grain Dealers National Assn.....	223.42

Total Disbursed.....	978.96
Balance on hand close of June 16, 1914.....	16.93
	\$995.89

Both reports were accepted, the former being filed and the latter turned over to the auditing com'te.

Pres. Eikenberry appointed on the Resolutions Com'te H. S. Grimes, Portsmouth; Chas. Groce, Circleville; J. H. Motz, Brice; Fred Mayer, Toledo, and D. W.

McMillen, Van Wert.

Nominations Com'te, Clyde Pontius, Louisburg, H. S. Heffner, Circleville, and M. A. Silver, West Jefferson.

Auditing Com'te, K. B. Seeds, Circleville; O. E. Teegardin, Duvall; A. E. Huston, Ansonia.

Owing to the inability of H. W. Robinson, Greensprings, to be present, Sec'y McCord addressed the dealers on "Our Departed Members." From it we take the following:

Departed Members.

Each year as we meet together to spend a couple of days in conference, exchanging information and ideas and subjects pertaining to the business in which we are engaged, also to enjoy a short respite from the worries and cares of business, we are reminded that one or more of our brothers whom we were wont to see at former meetings are not with us; the reaper, Death, has passed their way and called them to their eternal Home, and it becomes our sad privilege to offer some expression of tribute to the memory of our departed brothers.

Since our last meeting seven of our number have departed this life:

David Arnold, of the firm of Arnold & Iddings, Bradford, O., died March 16th, 1914. He was permanently connected with the Grain Trade for thirty years and was enthusiastic in all things that would advance and help the business along proper lines and promote harmony and good feeling among dealers.

O. T. Roszell, Troy, O., for many years a member of our Ass'n, died Aug. 26, 1913. He was ever active in the work, assuming duties on committees contributing substantial aid and his best moral support, and was always present and took prominent part in the proceedings of our meetings.

R. V. Jones, of the Jones Grain Co., Sidney, O., died during the month of April, 1914. In his death the Ass'n has lost a very earnest and useful member and a true and loyal friend.

Jacob Hauss, of The Hauss & Bitler Co., Wapakoneta, died at St. Petersburg, Florida, Feb. 11, 1914. Mr. Hauss was 59 years of age at the time of his death. He had lived at Wapakoneta 42 years. He was an active member of the Assn, representing several grain firms of which he was a member. He was always first and foremost when the Assn needed moral and financial support. His life was a very busy one, having been a bank director for many years, was Secretary of the Auglaize County Agricultural Society and was actively interested in a number of business enterprises, but above all, he was interested in the grain business and association work.

Joseph Hermiller, Ottawa, O., died during the month of September, 1913. He was a loyal member of the Assn.

Robert Kolter, Spencerville, O., died Dec. 1, 1913. Mr. Kolter was always interested in the welfare of the grain trade and the Assn.

Philip Smith, President of The Philip Smith Mfg. Co., Sidney, O., died May 26, 1914. Altho engaged in the business of manufacturing machinery for use in elevators, and not a grain dealer, Mr. Smith was greatly interested in Assn work and gave his moral and financial support to the Ass'n. It may be of interest to you



Dealers at Mid-Summer Meeting of Ohio Grain Dealers Ass'n.

to know that he was one of the first men to manufacture a Power Corn Sheller other than hand power machines and some of these machines are still in use after more than 25 years.

These seven brothers have been taken from us by the hand of Death; each performed his work faithfully and well; the world is better for their having lived in it; the Ass'n is better, stronger and more useful from having had their support, advice, counsel and influence. Let us ever hold them in remembrance. If they could speak to us now, doubtless they would say: "To live in the hearts we leave behind us is not to die." Let us emulate their virtues; let us not forget that the longest life is but a parcel of moments and that true happiness lies in doing our duty cheerfully and well.

J. C. F. Merrill, sec'y Chicago Board of Trade: Speculation is a struggle for the well equipped intellect. It begins with the farmer who risks the use of his soil in the changing weather of the seasons. The farmer's risk may not be called speculation but by whatever name, it is the same. Speculation is inseparable from ownership and in the vicissitude of the season the ownership of the farmer is one of risk, because these seasons affect his product and consequently the markets. In some parts of the world harvesting is going on every month of the year tho in our own country this harvest extends over but four or five months of each year. It is the opinion of these productions and their effects on the market that form the basis of speculation.

In the United States there are 98½ million people and approximately 6½ million farms on which the food consumed by them is grown and as a consequence ownership is forced by necessity. The question of vital importance is, who shall retain this ownership? The farmer acts his part in the speculation while he retains the ownership of his product, the dealer next assumes a risk in handling that product, the miller, too, has a part and finally the professional speculator when the product has been offered on the market. Thus it happens that some one is constantly bearing the risk. Here we see the use of speculation as a function in the distribution of grain and also see how it decreases in proportion as the farmers distribute their products.

In 1896 the needs of the farmers forced prices down to 19c per bu. Similarly, the increased production has increased prices and the wealth of the farmer. The selling of grain for future delivery may aptly be compared with risk

incurred in the insurance business. Every reputable exchange differentiate closely between gambling and speculation, the exchange being maintained merely as a meeting place and it is incorrect to think, as at times officials in high position have erred in doing, that business is done by the exchange, for in every case it is transacted on the exchange by members.

Time and again the Supreme Court of the United States, the most august body in the world, has recognized that the grain exchanges are a natural outgrowth of our highly complex civilization. Speculation is governed to a great degree by the law of supply and demand. Ringing trades, a practice quite common on the exchanges, has been upheld by the Supreme Court. Personally I think that speculation is the greatest influence for steadying values and I am not alone in this opinion. Free speculation performs a most important function in the distribution of farm products.

Mr. Grimes: I move that the ass'n give Mr. Merrill a vote of thanks for this most wonderful address. Motion carried.

J. C. Miller, pres. of the Ohio Millers Ass'n in his address to the dealers, said in part:

Cooperation Between Grain Dealers and Millers.

My remarks on co-operation will have to do primarily with the wheat end of the business, as my company is located in a section of the state where there is practically no corn, oats or other coarse grains grown for the market, and I know very little as to the basis on which they are handled. I am quite sure that all who are here will agree that co-operation is better than so called cut-throat competition. If not, then you are out of harmony with the present day times, and want to face about and get in line with the procession, otherwise it will mean ultimate ruin to both you and your competitor.

Every business is entitled to a fair margin of profit, which no one can gainsay. Should it fail to return a reasonable and fair margin of profit on the investment it is due to no other cause than lack of co-operation with your competitor, provided of course that the management is diligent and careful and used ordinary good judgment in the conduct of the business.

I take the position that no one, be he a large or small dealer, has sufficient natural or other advantages over his competitor where prices are governed by the same market, that the one can make a profit and the other suffer a loss. In arriving at this conclusion, I of course, eliminate the element of speculation.

The business of the grain dealer and miller are so closely allied, that their interests are mutual; in fact they are in-

separable. The grain dealer cannot get along without the miller, who, as a rule offers him a better market for his grain than the terminal markets will afford, and likewise the miller cannot do without the grain dealer, from whom he can usually buy to better advantage than from the terminal markets. The buying and selling price of both is governed by the same market, hence between the two the most perfect co-operation should exist.

While some millers endeavor to control a line of elevators to supply their requirements of grain independent of the individual grain dealer, however, I do not consider this profitable, or of any material advantage to the miller. My company operated for many years on this plan, but in recent years, with one or two exceptions, we have discontinued the practice of operating outside or country elevators. I take it that the individual grain dealer, when handling feeds, fertilizers, implements and the many other staple articles for which he has ready sale to the farmers and others in connection with the buying of grain, can operate elevators to better advantage and more profitably, than can be done by mills on either a salary or commission basis.

Where mills and elevators are located in the same markets, or adjacent territory, and are co-operating, the grain dealer should give preference to the local mill when selling his grain, for by reason of their co-operation, he is able to realize a larger average margin of profit year in and year out than he otherwise could do.

In conclusion I want to commend to you the slogan given to the millers by our secretary in his last circular letter, "Mill for a profit" so to you, Buy grain so you can market it at a profit. With the enormous wheat crop about to be harvested, this year ought to prove a profitable one for both the grain dealer and miller if they will co-operate as they should and buy on the right basis.

Wednesday Afternoon Session.

The meeting was called to order at 2:35 p. m. and Charles Quinn, sec'y of the Grain Dealers Nat'l Ass'n, was introduced. In the course of a short talk Mr. Quinn outlined the dependence and interdependence of the state and national ass'ns as regards both business conditions and legislation bearing on the grain trade. He dealt at length on the legislative phase of the national ass'n's work and particularly that part which relates to the securing of favorable laws.

H. L. Goemann, Toledo, aroused the most interest and excited the keenest argument of the entire meeting with his talk in relation to the Moss Bill, published on page 911, Grain Dealers Journal for June 10. He said: I attended the hearing given the grain trade on the Lever Bill recently before the Agri. Com'te of the lower house. The grain men generally are opposed to the Lever Bill now pending in Congress



Grain Dealers at Cedar Point, O., June 17, 1914.

but particularly to section 8 of the bill. This section corresponds to section 7 of the Moss bill which is its most objectionable feature. The other parts are not so vital but with the passage of the Moss bill which will in all probability be first reported out of the com'te in its present form, I look to see the grain trade disrupted and the small dealer forced out of business. The banks will be slow in discounting drafts under it, thus depriving the dealer of the use of money when he needs it. It will in my opinion bring out the bad traits in the characters of those men who are the least inclined to take advantage of their fellow dealers and will put the trade in a chaotic condition generally. In view of this fact I submit the following resolution:

Resolved that section 7 of the Moss bill is not to the best interests of the grain trade and that it be amended so that the official inspection at point of shipment be the final inspection and appeal when contracts are based on terms of such market.

L. W. Dewey, Blanchester, raised a most serious objection to the resolution and after a lengthy discussion offered an amendment to it. Other members entered into the arguments but finally voted for the original resolution with one or two exceptions.

In the course of the discussion Mr. Merrill was called upon and read a resolution adopted by the Council of Grain Exchanges opposing both the Moss and Lever bills as being in favor of federal inspection rather than federal supervision which is desired by the trade at large. With the adoption of the measure the meeting adjourned till the next morning.

Friday Morning Session.

The meeting convened at 10:25 Friday morning. E. T. Custenborder, sec'y of the Miami Valley Grain Dealers Ass'n, reported the condition of his ass'n: Our organization is one of the oldest in the state and was never in better condition than at present. We embrace five counties and manage to keep our members in close relation with one another as well as the markets.

John Wickenhiser, Toledo: How do you keep the membership informed on markets.

Mr. Custenborder: We send out a circular letter to each of the members at stated intervals.

H. P. McDonald, sec'y of The Northwestern Ohio Grain and Hay Dealers, Producers and Shippers Ass'n: Our ass'n like that of the Miami Valley is in an

excellent condition. We aim and have been more or less successful in eliminating trade differences among dealers and in creating good fellowship.

Sec'y McCord in the absence of Emery Thierwechter said of The Northwestern Ohio Millers and Grain Dealers Ass'n: This ass'n is about 15 years old tho at present they are practically dormant, meeting only occasionally when there is necessity.

C. W. Pontius, pres. of The Buckeye Grain Ass'n: There isn't any real news from our ass'n at present. We are progressing as well as could be expected with a small organization. However, I might say that we have bright prospects.

D. W. McMillen, pres. of the National Hay Ass'n, brought greetings from his organization to the grain men and extended a hearty invitation to all to attend the national convention of hay dealers next month.

J. B. Mahool, Baltimore: It is indeed an unexpected pleasure to meet with the grain men of this state and I certainly am glad that business made it possible for me to be with you. Such meetings foster goodfellowship and wipes out differences. In Baltimore where I am a director of the Chamber of Commerce we can do as well by western grain dealers as any other coast city with the possible exception of New York. In the last few years we have made extensive city and harbor improvements and want to bid for your trade.

T. P. Riddle, who was to have addressed the meeting, wired that he was unable to reach Cedar Point owing to other engagements.

E. H. Culver, Chief Grain Inspector of Toledo, explained the new Corn Grades. He said: It will be necessary for each dealer to test his own corn after the effective date of the new law in order to make the change in grade. How best to meet this condition is the question. Toledo's action in this regard will make a corner impossible. The contract corn grades in the Toledo market are: for delivery on and after July 1, 1914, all contracts for corn, unless otherwise specified, shall be understood as for No. Three Yellow Corn or No. Three White Corn, provided, however, that on such contracts, a tender of the grades of corn in such proportions as may be convenient to the seller, but in no case an amount less than 1,000 bushels of any one grade in one elevator, shall be deemed a valid tender

at the price differences mentioned in the following schedule:

No. 1 Yellow Corn, No. 2 Yellow Corn, No. 1 White Corn and No. 2 White Corn at $\frac{1}{2}$ c per bu. over contract price.

No. 3 Yellow Corn and No. 3 White Corn at contract price.

No. 4 Yellow Corn and No. 4 White Corn at $2\frac{1}{2}$ c per bu. under contract price, during November, December, January and February only.

Most trouble is caused by dirt and I think that a wise and almost necessary thing for each dealer will be to install a cleaner.

Bert Ball, sec'y of the Crop Improvement Com'te of the Council of Grain Exchanges, addressed the meeting on the advantages of community effort in the matter of increasing crop production. At the close of his speech he presented a resolution indorsing the crop improvement movement and asked that it be embodied in the report of the resolution com'te.

His talk created considerable interest and was discussed by the members generally.

J. H. Motz, chairman of the Com'te on Resolutions, read the following which were adopted:

Resolutions

WHEREAS, The population of the United States is increasing at a much more rapid rate than the production of cereals; and

WHEREAS, The prosperity of the grain business depends upon a steady increase in the yield of better grain; therefore, be it

RESOLVED, That the Ohio Grain Dealers Ass'n again commend the work of the Crop Improvement Committee of the Council of Grain Exchanges; and

That every member be, and he hereby is, appointed a special representative of this association each in and for his own county or locality, and will take an active interest in the organization of this seed wheat campaign and agrees to call or attend a local meeting or meetings of other Committee men representing the millers, bankers and recognized rural and civic organizations, for the purpose of arousing a community of action and obtaining a larger yield of better grain.

THE GRAIN GRADES ACT.

WHEREAS: Production, marketing and distribution of the soil products of the country are matters of the greatest importance and vitally concern the people of the whole country; and

WHEREAS: Improvement of some of the methods in common use is believed to be possible and desirable; therefore be it

RESOLVED: That the Ohio Grain Dealers' Ass'n, in convention assembled at Cedar Point, O., June 17-18, 1914, records itself as favoring all substantial efforts made by legislative enactments to this end. That prominent among the subjects



Grain Dealers at Cedar Point Convention of Ohio Ass'n.

now before the Congress of the United States are the Bill of Lading and Grain Grades Act, measures calculated to benefit and add safety to the transportation of commodities and the grading of grain. That these measures are of first importance to all members of this Ass'n; and be it further

RESOLVED: That each member of this Ass'n be and hereby is requested to take up with his Congressman the importance of these measures and to urge their enactment, calling attention to needful changes in the Grain Grades Act in order that uniformity of classifying grain into grades may obtain with reliable certainty everywhere throughout the country.

PROTEST AGAINST CARLOAD MINIMUM ON CORN.

WHEREAS: We learn from authentic sources that the railroads in official classification territory are considering a recommendation to the official Classification Committee for an increase of the present carload minimum on corn from 56,000 to 60,000 pounds; and

WHEREAS: The increase in revenue to the carriers under the change would be almost inconsiderable and the detriment to shippers would be so great, by reason of the disturbing and breaking down of trade custom well established on a basis of 1,000 bushels or 56,000 pounds for a commercial car of corn; therefore be it

RESOLVED: That we earnestly protest against the contemplated action, and the secretary is hereby instructed to confer with the proper officials and use the best efforts of the Ass'n in preventing the change.

ENDORSE POMERENE BILL

RESOLVED: That we hereby renew and still continue our best efforts to secure the enactment by Congress of the Pomerene Bill of Lading Act, which bill has been agreed upon by practically all shipping interests and seems to have no considerable opposition in either branch of Congress and only waits opportunity for a vote.

NATURAL SHRINKAGE.

RESOLVED: That the Ohio Grain Dealers' Ass'n, in convention assembled, June 18, 1914, extends a vote of thanks to the Baltimore Chamber of Commerce for its persistent and untiring efforts in opposition to the agreement between certain railroads and markets, providing for an allowance on account of natural shrinkage amounting to one-quarter of one per cent on corn and one-eighth of one per cent on all other grains, said efforts of the Baltimore Chamber of Commerce resulting in the abrogation of said agreement, which represents not only large savings of money to shippers and receivers alike, but also prevents petty annoyances in connection with the filing of claims for losses.

WHEREAS: The so-called "spotting charge" has been before the Interstate Commerce Commission under various forms and conditions during the past few months; and

WHEREAS: The imposition of any charge whatsoever against shipments from

country elevators other than the regular tariff freight rates would be unjust and unfair to the producer and shipper; therefore be it

RESOLVED: That we earnestly protest against such means of increasing the revenue of the carriers.

H. S. Heffner moved that the ass'n increase the salary of the sec'y to a minimum of \$500, and also that the pres. and sec'y of the ass'n appoint a membership booster com'te in each grain producing county of the state and in case such com'tes fail to get results that the officers be empowered to employ a solicitor. Both motions were carried.

The nominating com'te recommended the following officers for the ensuing year: E. C. Eikenberry, Camden, pres.; John Wickenhiser, Toledo, vice-pres.; J. W. McCord, Columbus, sec'y-treas., and K. B. Seeds, Circleville, H. S. Grimes, Portsmouth, and S. L. Rice, Metamora, governing board. The report was accepted and the sec'y instructed to cast the ballot for the nominees, which he did.

A communication by the Toledo Commerce club inviting the ass'n to meet in Toledo next year was referred to the Governing Board with power to act.

Convention Notes.

Maurice Dryfoose, Erie, Pa., was at the meeting.

"Billy" Richardson's smile won with the men.

William Richardson was alone from Philadelphia and lonesome.

L. W. Forbell, New York City, represented the metropolis at the convention.

J. M. Adam, representing Rosenbaum Bros., was the only Chicago receiver.

The millers were about 20 strong at their midsummer frolic according to Pres. Miller.

Cincinnati's delegation was composed of H. M. Brouse of Gale Bros. Co. and O. C. Hale.

A Brown-Duvel Moisture Tester was demonstrated to the dealers by Ray Becker.

J. A. A. Geidel of D. G. Stewart & Geidel was the only representative from Pittsburgh.

C. O. Garver demonstrated a Pyrene fire extinguisher when his duties as registrar permitted.

Representatives from Columbus were Jas. P. McAlister, Frank H. Tanner and Clark S. Wheeler.

Cleveland sent F. W. Blazy, J. E. Heniken, chief grain inspector, H. M. Strauss and F. E. Watkins.

E. L. Southworth of Toledo sold knives at a penny apiece. Some of the dealers are still trying to open and close them.

Members of the National Hay Ass'n distributed a small booklet giving grades on hay and straw, inspection and weighing rules.

Two elevator builders, J. C. Burrell of Detroit, Mich., and G. W. Donehoo, Sidney, O., attended the meeting to capture contracts.

J. A. A. Geidel of Pittsburgh passed out celluloid pocket cards bearing the Federal Corn Grades Act which will become effective July 1.

Cool weather kept the dealers off the bathing beach. Some of their wives ventured in for a short time Thursday morning despite the weather.

Baltimore came thru with five of her grain men, E. H. Beer of Chas. England & Co., H. E. Elgart of J. A. Manger & Co., J. B. Mahool, Thomas C. Craft, and John W. Snyder.

C. O. Garver of the Grain Dealers National Mutual Fire Insurance Co., and Chas. O. Peters of the Millers National Insurance Co. were the insurance men in attendance.

Indiana sent three representatives to the convention, J. V. Taylor, sec'y-treas. the National Hay Ass'n of Winchester, B. I. Holser of Walkerton and J. S. Hazelrigg of Cambridge City.

Did any one notice Pres. Eikenberry's smile when he bid the dealers Good Bye? Somebody heard him say, "We consider that this has been a first-class meeting, both as to quality and quantity."

A large number of the dealers went to the dance Wednesday evening at which they were the special guests, but only a few of the younger and "frisky" old ones tripped the late steps of the tango.

James H. Hunter, Toledo, O., of the L. S. & M. S. Ry., L. E. Newsom, Indianapolis, Ind., of the Lackawanna Line,



Many Ohio Dealers Brot Their Wives and Daughters to Enjoy Cedar Point.

and Ed. McCue, Arcanum, O., of the C. C. & St. L. Ry., were the railroad men in attendance.

Machinery men present were G. H. Baxter, Richardson Scale Co., Chas. H. Sterling of the Invincible Grain Cleaner Co., John M. Goeke, and A. S. Garman, rptg. Huntley Mfg. Co.

From Buffalo were C. A. Bartow of Electric Grain Elvtr. Co., C. T. Doorty of Doorty-Ellsworth Co., Earl E. McConnell of McConnell Grain Co., Fred E. Pond, sec'y Corn Exchange, J. J. Rammacher of the Eastern Grain Co., and F. J. Schonhart of the Electric Grain Elvtr. Co.

Thursday afternoon about 40 dealers and their families had a splendid fish dinner at the Hotel Rieger, Sandusky. Pike and pickerel were served in abundance and A. S. Garman, representing the Huntley Mfg. Co., supplied good cigars to burn. All were enthusiastic in raising H. S. Heffner for arranging the feast.

Ladies in attendance at the convention were Mesdames F. J. Schonhart, J. J. Rammacher, Fred Mayer, J. W. McCord, Hoyt Curtiss, Fred Vercoe, M. A. Silver, K. B. Seeds and children, R. Dunlap, H. L. Goemann, L. W. Forbell, J. D. Owens, F. H. Tanner, R. W. Lenox, E. C. Bear, H. M. Brouse and children, L. S. Reel and Misses Tanner and Pettit.

The Toledo delegation consisted of R. S. Burge, E. H. Culver, chief grain inspector, H. L. Goemann, A. Guiteau, Geo. A. Krealoh, Fred Mayer, Mark A. Mennel, C. Quinn, sec'y G. D. N. A., R. S. Sheldon, E. L. Southworth, of Southworth & Co., John Wickenhiser of John Wickenhiser & Co., J. W. Young, and Geo. D. Woodman, rptg. Rosenbaum Bros.

The Ohio dealers in attendance were: C. O. Barnhouse, Agosta; Chas. Bayman, La Rue; Earl C. Bear, Hicksville; A. B. Beverstock, Lexington; John G. Boggs, Circleville; J. W. Channel, Melvin; E. G. Craun, Tiffin; E. T. Custenborder, Sidney; L. W. Dewey, Blanchester; E. L. Diller, Bluffton; J. L. Doering, Antwerp; W. A. Dull, Willshire; T. R. Dunlap, Alger; E. C. and C. M. Eikenberry, Camden; W. B. Grammer, Deshler; C. E. Groce, Circleville; H. S. and W. F. Heffner, Circleville; R. W. Lenox, Richwood; H. P. McDonald, sec'y Hay and Grn. Prod. Shprs. Assn. of N. W. O., Greenville; D. W. McMillen, pres. N. H. A., Van Wert; L. B. Miller, Springfield; J. H. Motz, Brice; J. D. Owens, Owens; C. E. Patterson, Bellevue; J. C. Palmer, Ashland; R. H. Park, Bascom; J. M. Pence, Ansonia; C. W. Pontius, Lewisburg; H. E. Rapp, Sabina; L. S. Reel, Clyde; S. L. Rice, Metamora; D. R. R'sser, Vaughnsville; Karl Saltsman, Ashland; W. E. Schlientz, Eldorado; K. B. Seeds, Circleville; J. W. Simmons, Pemberton; Edward Stritmatter, Portsmouth; S. B. Swope, Amanda; F. H. Tanner, Columbus; E. O. Teegardin, Duvall; H. O. Toms, Prospect; Walter W. Tyler, Wooster; R. H. Watson, Old Fort; and C. S. Young, Bowling Green.

THE AGRICULTURAL appropriation amounting to \$19,700,000 passed the Senate May 23. The bill was received from the House about a month ago and is a little larger than as passed by the House.

WE FIND the Grain Dealers Journal enjoyable and instructive indeed.—J. M. Allen, sec'y Shellabarger Elvtr. Co., Decatur, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Ill. Cent. in Sup. 2 to 5791K names rules and charges governing grain in carlots milled in transit at stations in Ill., effective July 10.

Union Pac. in 13940 quotes rates on grain and grain products to its stations from Wyo.; from C. & N. W. stations in Neb., effective July 15.

Penn. Lines "Fort Wayne Route" in list No. 18 gives the freight tariff publications issued by that company May 1, and to be reissued on or before Aug. 1.

P. C. C. & St. L. in List 18 gives the freight tariff publications issued by the P. C. C. & St. L. Ry. on May 1 and to be reissued on or before Aug. 1.

C. G. W. in Sup. No. 12 to C. G. W. G. F. D. No. 15,159 quotes rates on seeds from stations on the C. G. W. Ry. to East Dubuque, Ill., also Keithsburg, Ill., effective July 10.

C. & A. in tariff No. 1659-A gives proportional freight rates on wheat C. L. from stations on the C. & A. to Chicago (for points beyond where no thru rates are in effect), effective July 15.

C. & A. quotes a proportional rate of 9c on wheat and 8c on corn from Kansas City, St. Joseph, Mo., and Elwood, Kan.; to South Cedar City, Jefferson City and Poland, Mo., effective June 30.

C. G. W. in Sup. No. 11 to No. 28-B gives rules and regulations governing milling in transit, also other transit privileges of grain and seeds at points on the C. G. W. and the M. & O. Rys., effective July 10.

Soo quotes a proportional rate of 7½c on corn, rye, oats and barley from Minneapolis, St. Paul, Minn., and stations on Wis. and Peninsula divisions in Mich., Wis., and Minn.; to Manistique, Mich., effective July 1.

C. G. W. in Sup. No. 14 to No. 57-A suspends rate increases in official classification territory by order of the Interstate Commerce Commission till Nov. 25. The increases were to have become effective May 25.

C. G. W. in Sup. No. 2 to tariff No. 97-B quotes rates on grain, grain products and seeds between Minneapolis, St. Paul, Minnesota Transfer and South St. Paul, Minn., and stations on the C. W. Ry., effective July 10.

M. & St. L. quotes a rate of 12.4c on wheat, 11c on corn and 12.5 on flaxseed between Peoria, Ill.; and Eddyville, Coalfield, Hickory, Beacon Jctn., Excelsior, Givin, Pekay, Maxon and Hocking, Ia., effective July 1.

M. & St. L. in Sup. 6 to 1580C quotes rates on corn, rye and oats from stations in Ia. and Minn.; to Memphis, Tenn.; also rates on grain and grain products from Minneapolis and St. Paul, Minn.; to gulf ports, effective July 10.

C. & A. in Sup. No. 6 to tariff No. 1570-D, a supplement to local and joint freight tariff, provides for rules governing milling, malting and transit privileges on grain, grain products and seeds at stations on the C. & A. Ry., effective July 15.

C. G. W. in Sup. No. 23 to C. G. W. G. F. D. No. 14,903 quotes rates on grain and flour between Atchison, Kan., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., and St. Joseph, Mo., and stations on the C. G. W. Ry., effective July 10.

C. & A. in Sup. 13 to tariff No. 2-C, a supplement to freight tariff, shows switching and other terminal charges, also gives rules governing absorption of switching, drayage and transfer charges at stations on the C. & A. Ry., effective Aug. 1.

C. G. W. in Sup. No. 1 to tariff No. 97-B quotes rates on grain, grain products and seeds between Minneapolis, St. Paul, Minnesota Transfer and South St. Paul, Minn., and stations on the C. G. W. Ry., effective July 6 on interstate and June 11 on intrastate traffic.

C. & A. in Sup. 2 to tariff No. 1609-C cancels supplement No. 1 and gives changes in rates on grain, grain products and seeds between Chicago and Peoria, Ill., and St. Louis, Mo., and stations in Missouri on the C. & A. Ry., also Hannibal, Mo., effective July 16.

Pere Marq. in Sup. 23 to 3332 quotes rates on grain and grain products from its stations and connections to Boston, Mass., New York, N. Y., Philadelphia, Pa., Baltimore, Md., Montreal, Que., and points in Canada, Va., New England and eastern cities, effective July 10.

C. G. W. in connection with participating carriers in Sup. No. 25 to tariff No. 36-A, Santa Fe System tariff No. 11,090, quotes rates on grain, grain products, flax and millet seeds between Chicago, Ill., and stations in Ill., and Ind., and stations on the C. G. W. Ry., and connections in Ia., Kan., Minn., Mo., and Neb., effective July 10.

C. & E. I. quotes the following export rates on brewers dried grain from Wheatfield, Ind.: 16c to Boston, Mass., New York, N. Y., Portland, Me., St. John, N. B., Point Levi and Quebec, Que.; 17c to Halifax, N. S.; 14c to Montreal, Que., and Philadelphia, Pa.; 13c to Baltimore, Md., Norfolk and Newport News, Va., effective June 25.

Wilson.—Advance notice No. 19 to Sup. No. 1 to Wilson's Grain Rates No. 2 gives rates on wheat and corn from stations in Iowa and the carriers to Kansas City, Kan., as follows: Bever Siding, CR&IC, 14, 11; Berry Siding, CR&IC, 14, 11; Bertram, CR&IC, 14, 11; Beaver, C&NW, 12.7; Cornellton, CR&IC, 14, 11; Indian Creek, CR&IC, 14, 11; Kalona, CRI&P, 11; Kinross, CRI&P, 11; Keswick, CRI&P, 11; Larchwood, CRI&P, 17.5; McNally, C&NW, 15.6; 13.1; Mt. Vernon, CR&IC, 14, 11; Nira, CRI&P, 11; Palisades, CR&IC, 14, 11; River Side, CRI&P, 11; South English, CRI&P, 11; Tracta, CR&IC, 14, 11; Thornburg, CRI&P, 11; Wellman, CRI&P, 11; What Cheer, CRI&P, 11; Webster, CRI&P, 11; effective June 11.

Wilson.—Advance notice No. 20 to Sup. No. 1 to Wilson's Grain Rates No. 2 gives rates from stations in Iowa and the carrier to Chicago on wheat and corn as follows: Alladin, Ia., WCFN, 13, 11.5; Bellevue, CM&StP, 9; Bettendorf, CM&StP, 8.5, 8.5; Buffalo, CM&StP, 9, 9; Brandon, WCFN, 13, 11.5; Burk, WCFN, 13, 11.5; Clinton, CM&StP, 8.5, 8.5; Comanche, CM&StP, 8.5, 8.5; Centerpoint, WCFN, 13, 11.5; Cheney, WCFN, 13, 11.5; Center, WCFN, 13, 11.5; County, WCFN, 13, 11.5; Cedar Falls, WCFN, 13, 11.5; Cedar Heights, WCFN, 13, 11.5; Dubuque, CM&StP, 9; Denver, WCFN, 13, 13; Davenport, CM&StP, 8.5, 8.5; Elk River, CM&StP, 8.5, 8.5; Elwood, CM&StP, 10.5; East Waterloo, WCFN, 13, 11.5; Fosselman, WCFN, 13, 11.5; Gordon's Ferry, CM&StP, 9; Green Island, CM&StP, 8.5, 8.5; Glory, WCFN, 13, 11.5; Gilbertville, WCFN, 13, 11.5; Glasgow, WCFN, 13, 11.5; Hurstville, CM&StP, 9; Lyons, CM&StP, 8.5, 8.5; Le Claire, CM&StP, 8.5, 8.5; Lamb, WCFN, 13, 11.5; Lappert, WCFN, 13, 11.5; Normal, WCFN, 13, 11.5; Pleasant Creek, CM&StP, 9; Princeton, CM&StP, 8.5, 8.5; Pleasant Valley, CM&StP, 8.5, 8.5; Rust, WCFN, 14, 13; Riggs, CM&StP, 11, 10.5; Sheffield, CB&Q; Sabula, CM&StP, 8.5, 8.5; Shoecraft, CM&StP, 8.5, 8.5; Shaffton, CM&StP, 8.5, 8.5; Tile Work, CM&StP, 8.5, 8.5; Urbana, WCFN, 13, 11.5; Waverly, WCFN, 14, 13; Welsh, WCFN, 13, 11; effective June 11.

THE COTTON futures bill, S. 110, was amended June 4 by the House Agricultural Com'te to levy a tax of 1/5 of a cent per pound on contracts for future delivery of cotton made on exchanges.

WICHITA BOARD OF TRADE AT HOME.

The annual Midsummer at home of the Wichita Board of Trade was held on the Exchange Floor June 11th and 12th. The meeting was called to order by Sec'y Sherman after which C. A. Baldwin, Pres. of the Wichita Board of Trade took charge of the meeting.

A quartet under the direction of "Professor" Sam Wallingford entertained the convention with song selections which were highly appreciated.

Pres. Baldwin introduced E. M. Leach, one of Wichita's City Commissioners, who welcomed the dealers to the city. He congratulated them on the magnificent crop prospects and urged them to have faith in the state of Kansas. He urged further that Wichita grain men should see to it that in the very near future a large terminal elevator be built in Wichita. He then extended the freedom of the city and bid all a cordial welcome.

Pres. Baldwin expressed his pleasure at having such a large attendance and introduced G. B. Estes Stafford, who, on behalf of the visiting grain dealers, expressed their appreciation of the hearty welcome accorded them. He said that a visit to Wichita was a renewal of family ties and that Wichita was one of the shippers' best friends.

W. R. Watson of Wichita extended the hand of fellowship and good feeling on behalf of the millers.

Sec'y Sherman read a letter from Governor Hodges in which the sentiment was expressed that it was his desire that all Kansas grain be marketed on Kansas Grades. A telegram from Governor Hodges urged that all dealers, millers and railroads co-operate to the best possible advantage for the expeditious handling of the great wheat crop of Kansas.

Major "Iron Jaw" Brown speaker of the House of Representatives, took up "Taxation" which had been originally assigned to Governor Hodges, who was unable to be present. He called attention to the fact that educative agencies had been largely increased and that still the tax levy had not been increased. He also spoke of the dawning of a better day where railroads, grain dealers and farmers would all be working shoulder to shoulder to handle the grain crop.

Dean W. M. Jardine of the Kansas State Agricultural College addressed the dealers on "Systematizing of the Business of Farming." He said. We need to learn proper methods of farming so that in other less favorable years a good wheat crop may be raised. You cannot raise one big crop after another unless you properly prepare the soil.

Last year, when many wheat fields were burned, I found some fields that had been handled on a scientific basis which did not burn and made 20 bushels per acre. You must use brains in your work. We want the Board of Trade of Wichita to encourage better farming methods.

In the month of July, right after the 1914 crop is harvested every farmer shud get busy to prepare the soil so as to conserve all the moisture. In the dryest counties of the state, there is enough moisture to raise wheat thru proper methods of moisture conservation. The Kansas farmer is not making over 3% on his investment. The most slovenly methods of farming are in vogue. We must increase our production to 20 bushels to the acre.

The Turkey Wheat from Russia is the best wheat to raise. The present large crop will rob the soil of a million dollars worth of fertilizer. There are eleven ways of preparing soil for wheat raising. With the best methods we produce 40 bushels and with the poorest method we produced 4 bushels per acre, and the best method only cost \$1.00 more per acre for preparation.

J. R. Koontz, G. F. A. Santa Fe R. R. said: The most important thing before us is "How Can We most Successfully Handle the Present Crop." We feel that there is a waste of the transportation facilities of this country and are willing to bear our proportionate share of the blame attached to that waste. Every car must, this year, perform the service hitherto performed by ten cars.

We must dispense with any and all forms of discriminations. No dealer should make a requisition for cars unless he needs them. We want your help and your suggestions will be greatly appreciated.

The meeting adjourned to 1:30 P. M. C. V. Topping, Sec'y Southwestern Millers League, called the afternoon meeting to order.

J. D. Koontz, G. F. A., Santa Fe: There are many re-consignments of grain that could be avoided. I believe that at least 70% of the grain can be handled without such re-consignment.

W. F. McCullough, Wichita: The privilege of re-consigning is as important as the rate itself. The re-consignment of grain undoubtedly causes many delays in the movement of grain and all dealers should try to avoid the abuse of the re-consignment privileges. Thru billing will be of the greatest possible help in avoiding delays. I have been told that grain in solid trains has moved from Kansas to the Gulf in four days. It would be a fine thing if we could co-operate with railroads and make this trip to the gulf take only 7 days instead of the usual 15 days.

A man, by paying demurrage on a car, is technically in the right, but morally he ought to feel obligated to either unload, load or release the car.

H. L. Strong, Wichita: The movement of corn and oats from Iowa to Oklahoma helped to make a car scarcity as most of it was billed to a blind billing point to be sold and diverted later. We ought first to sell the grain, and then bill it thru to destination.

Cars are often held at destination pending the arrival of draft and B/L. The B/L is usually sent thru a half dozen banks before it reaches the consignee and in the meantime the grain has arrived at destination.

Some railroads will surrender the car if a certificate check is put up even tho the B/L has not been presented. Others will surrender the car if the dealer puts up a bond, but owing to the large amount of "Red Tape" this takes too much time.

I would like to see grain dealers and railroad men get together and agree on methods to facilitate the releasing of equipment.

J. D. Koontz: I move that the grain and milling trades be circularized with the object in view of minimizing the use of re-consigning privileges so as to avoid delays in the handling of railroad equipment. Motion Carried.

H. L. Strong: I move that a committee be selected consisting of one member from each of all of the various grain and milling trade associations to confer with the railroads to curtail the re-consignment privilege. The motion was amended so as to include one representative from each of the railroads interested, with the proviso that C. V. Topping be made permanent Chairman and J. H. Sherman permanent Sec'y of the Committee. The following Committee was appointed:

Wichita Board of Trade, W. F. McCullough; Hutchinson B. of T., C. G. Hopkins; Kansas Farmers Grain Dealers Ass'n., G. W. Lawrence, Larned; Kansas G. D. A., A. H. Bennett, Topeka; Oklahoma G. D. A., R. H. Drennan, Oklahoma City; Kansas Millers Ass'n., H. Lassen, Wichita; Oklahoma Millers Ass'n., Geo. G. Stohlberg, Okla. City; Bankers, C. M. Sawyer, State Bank Com., Topeka; Public Utilities Com., A. E. Helm, Topeka; Oklahoma Corporation Com., Geo. A. Henshaw, Oklahoma City; Kansas State Grain Inspection Department, Geo. B. Ross, Topeka; Kansas State Agri. College, W. M. Jardine, Manhattan.

The following railroads are also entitled to representation on the committee and will make their own appointments: A. T. & S. F.; C. R. I. & P.; St. L. & S. F.; Mo. Pac.; K. C. M. & O.; Midland Valley; M. K. & T.; Union Pacific.

It was decided that this committee shud inform itself as to prevailing customs and



Grain Dealers at Wichita Board of Trade's Reception
First Section of Panorama Photograph, For Remainder of Photograph See Four Pages Following.

existing conditions and then meet with the grain men at Wichita on July 1st and at that time have practical suggestions for the curtailing of the reconsigning privilege and have helpful suggestions for the better handling of the present large crop.

J. D. Koontz: As a remedy for releasing of equipment at destination I suggest that all consignees be properly bonded and thereby be on the railroad's regularly accredited list.

H. H. Haines, Galveston: The accounting department of the railroads holds up the bonds submitted by responsible grain dealers. If the matter were left to the G. F. A. quick action could be attained.

J. A. Somerville, Supt. Trans., Mo. Pac.: The trouble is all caused by the shipper, who willfully and maliciously holds back his B/L. The banks also help to delay the release of the cars at destination. They send the drafts and B/Ls almost around the world before sending them to consignee's bank. The Mo. Pac. is willing to co-operate to the fullest extent.

H. H. Haines: I know of a case where a bank of Galveston of unquestioned repute was offered as security and bond on a car where the B/L had not arrived. The bond was sent away to headquarters and then lost and 12 days elapsed before the car was released on the bond and therefore 12 days demurrage charges accrued. As a result, I have filed a claim for these demurrage charges. This is all the fault of the "Red Tape" in the Accounting Department.

J. D. Joseph, Whitewater, Kans.: The delay of B/L is the result of two causes. Dealers hold the B/L one, two or three days and then his banker sends the draft all over the country. I say that the delay is caused by both banker and shipper.

J. D. Koontz: We ought to try to keep more grain on the farm and not have it all forced on the market at once.

G. W. Lawrence, Larned: It is well worth our while to urge farmers to keep their grain, but we must not forget that they need money.

During times of car shortage the railroads can help us if they will tell us when they are going to give us a car. If that were done, we could have a man ready to cooper the car and load it and thereby often save a full day's time in the loading of a car.

Judge A. E. Helm, Counsel, Kansas Pub. Util. Com.: Carriers should return cars from destination as promptly as possible. It is to the railroad's interest to secure return loads, but that causes delays. Shippers are being asked to curtail re-consigning and railroads should reciprocate by getting equipment returned promptly for loading.

Mr. Koontz, Santa Fe: Curing the small evil in Kansas will help, but that will not cure the evil as it exists in other states. Most reforms have started in the state of Kansas. We should co-operate with the object in view of having the corrective influence now started extended to other states. Much trouble could be avoided if there were more interior elevators in Kansas.

We should not quarrel with each other about past mistakes. We must be in harmony so as to enable the grain men to pay the farmer the best possible price for his grain.

We have between 12,000 and 15,000 cars on the side tracks already coopered ready for the handling of the present crop. The empty mileage exceeds the loading mileage on all of our equipment.

During one season the delay on our equipment in Galveston averaged 23 days per car on grain.

In 1907 Illinois shippers asked me to state why we could not get cars back into that state for grain loading. I investigated and learned that in Chicago, 83,000 cars were standing loaded with grain in one day. It is quite plain why we could not furnish cars to Illinois shippers.

Our line has had 3,000 cars idle for 30 days. We cannot afford to buy enough cars to handle all the grain at once. If we did have the requisite number of cars, the grain market would be flooded and the producer would not get a living price for his grain. The average travel of every box car on every road is only 22 miles per day.

The fact that all of us have here gotten together on the same board is a great accomplishment. I am glad to have the privilege of meeting with you today and trust that much good will result.

H. H. Haines: The last record furnished I. C. C. by the railroads of Galveston shows that the average delay to equipment at Galveston in handling cotton was 2.34 days and that the delay on all cars handling all kinds of freight, including

grain, was less than 4 days. A total of 189,000 cars were handled in one year.

Mr. Koontz: I repeat that my statement of 23 days' delay per car on grain cars in Galveston is correct.

I am not here to quarrel with Galveston. We need co-operation. We are confronted with a condition we cannot escape. Let us frankly and kindly express our opinions and then do business. I think the scope of this meeting should be enlarged and all states should be included.

Sam Wallingford: There seems to be some apprehension as to the facilities of ships to handle grain. The rates on grain by ship to United Kingdom are 3c per bushel lower than last year owing to the fact that more ships are engaged in carrying ocean freight. All dealers should bill grain from origin to destination.

A. E. Sweet, of the C., R. I. & P. Lines: If grain men will help curtail re-consignment and unload the cars instead of paying demurrage, we will have the use of our equipment. We can handle the movement of the cars, but must have them released before we can move them.

Mr. Koontz: We prepared 3 stock cars for grain loading at a cost of \$17.00 per car. This was our first attempt. They were loaded with grain and handled for three days by switching crews. The cars were unloaded and found to be none the worse for wear. You are invited to inspect them as we have them in the city of Wichita for your convenience.

J. A. Somerville: Railroads cannot move the crop alone. Dealers must help. If all the grain is moved at once, it is bound to be stuck somewhere. The elevators in Chicago, Wichita, or some other terminal markets will be filled with cheap grain which will be later sold back to you at a higher price. All lines have almost doubled the number of cars they had at this time last year. We have made arrangements to bring back empty cars from New Orleans in special trains.

W. W. Bowman, Sec'y Kansas Bankers Ass'n: If railroads can have time they can handle all the wheat. If the bankers can have a little time, they can pay for all the wheat. If the farmer has a little time he can pay his obligations to the bank.

A bank can only advance 15% of its capitalization to a dealer on grain in his elevator, but on certificates the bank may advance all the money needed. This in reality works an injustice, as wheat is



Each Grain Dealer was Presented with a Key to Wichita.

wheat, whether it is in a public warehouse or in a private grain elevator.

Mr. Wagner, Pres. Kansas State Bankers Ass'n: The problem before us is "How to Harvest the Present Crop." It will take much borrowed capital and many men to harvest it. All dealers and their patrons should be patient.

E. Row, Larned: If bankers will not crowd the farmers for the money they have borrowed, they will help to keep the grain from being rushed to market.

Henry Lassen, Wichita: You should keep the wheat at home; don't crowd it on the market. Wait until the other fellow asks for it. There are 35,000 ships waiting to transport wheat to Europe, where it is needed. Millers will co-operate with railroads in conserving car room.

C. E. Perkins, Traffic Mgr., Mo. Pac.: Dealers should load all cars to full loading capacity. I suggest that receivers stamp on their letters that all cars be loaded promptly and to the full loading capacity.

Mr. Green, Tr. Mgr., Midland Valley R. R.: In all critical situations the outlook is worse than the actual condition when we reach it. I believe that the railroads will be able to handle the grain if you will give them a little time.

Geo. B. Ross, Chief Inspector: After nature has given us this munificent crop, we have made no preparation to care for it. Much of it will be piled up in the country, and if rains come, the wheat will be spoiled. I also suggest that you be careful not to mix poor wheat with your good wheat, you will thereby avoid spoiling all of your good wheat.

J. D. Koontz: We have drifted far from the subject of storing grain on the farm. I would like to hear that discussed some more.

Henry Lassen: Farmers can stack their wheat. That is the best granary.

Chas. Molz, Hartdner: I have been a farmer for 30 years. It costs too much to stack grain. If farmers will buy galvanized storage tanks and thresh grain right into them, that will keep the wheat at home and be a cheaper method of storing it.

D. S. Warwick, Wichita: The farmer does not need anybody's advice. He has made a life study of handling his products. The railroads want to handle the grain all season. They don't want the

transit privilege abused. Railroads have been legislated to death. Let them rest in peace.

The meeting adjourned until 10:30 Friday morning.

Friday Morning Session.

Friday, 10:30 A. M.

H. M. Cottrell, Agri. Com. Rock Island Lines: Your wheat looks fine, but your corn is not good and poor seed is largely responsible. I suggest that every wheat grower list milo and kaffir corn in his wheat field at about the present time so as to get it planted early and thereby give the plant sufficient time to mature.

Only good seed should be planted. A pound of kaffir corn seed to the acre is sufficient. There are 24,000 seeds in one pound of kaffir corn. The ordinary lister plants 16 seeds to the foot, whereas 2 seeds to the foot should be planted. Last year two million acres of kaffir corn were lost because the seed was sown too thick. If farmers won't plant kaffir corn you should get them to plant sorghum and to put in silos. It takes kaffir corn 120 to 140 days to mature. The Kansas State Bankers Ass'n is going to send to Africa for early maturing kaffir corn.

I suggest that when kaffir corn commences to ripen that all early maturing heads be marked and afterwards used for seed. This will shorten the kaffir season 3 weeks.

H. H. Haines spoke on the merits of the port of Galveston. He said that Galveston could unload 600 cars every day and urged every one to ship south direct from origin to destination to avoid re-consigning. He also mentioned that railroads get more money out of a south haul than they do out of an east haul. He concluded his remarks by saying that Galveston had hired a new grain inspector and that he was coming from Chicago, but that his name was unknown to him at the present time.

Sec'y J. H. Sherman: The railroads have seen fit to put into effect in states east of the Mississippi River what is known as a car spotting charge. This means that if you want a car spotted at your elevator you will have to pay a minimum of \$2.00 per car and a maximum of 5c per ton for every car spotted.

As the result of Sec'y Sherman's talk, W. R. Watson, Wichita, presented a reso-

lution strongly condemning car spotting charges and expressing a preference for a slight freight rate increase instead of the car spotting charge. The resolution was passed.

Geo. B. Ross: The new govt. corn grades will go into effect July 1st and will be effective in this state on that date unless serious objections are previously entered.

We all know that the country elevators are not allowed to issue storage certificates which will pass muster as legal security at the banks for more than 15% of the bank's capitalization. I have taken the matter up with our bank commissioners and they advise me that if proper certificates are issued by the country dealers, protecting the banks with a good and sufficient bond, that in that case it may be possible for the reserve banks to let the dealer have what money he needs.

Our Kansas laws forbid the grain inspector going into Missouri to inspect grain, but the Missouri inspector may come into Kansas to inspect our grain. This state of affairs causes us a loss of not less than \$50,000.00 annually. Certain interests have deceived you as to our intents and purposes. We try to do what is right and I ask your kindly suggestion and criticism at all times.

Ralph H. Faxon, Sec. International Dry Farming Congress: The secret of dry farming is properly to conserve the moisture in the soil. Farming is a business and should be handled on that basis. I invite all of you to attend the Dry Farming Congress to be held in this city Oct. 7-17.

Judge A. E. Helm spoke of the conference held at Hutchinson on March 23, where the matter of freight rates in Kansas was discussed. He said that since then it was learned that there was discrimination in freight rates in Kansas as compared with freight rates in other states and invited dealers to come to Hutchinson June 13 to listen to the evidence that had been gathered.

The meeting then adjourned.

Convention Notes.

Theo. Nye and O. K. Lyle came from New York.

Nebraska was represented by Paul and E. Bossemeyer, Jr., of Superior.



A Wichita Policeman Warned the Dealers Against Breaking the Law.

St. Louis' sole representative was H. H. Savage of the W. L. Green Commission Co.

You may walk on the streets without your coat, but you may not eat without it. Ask Gus, he tried it.

Pres. A. H. Bennett and Sec'y E. I. Smiley, Topeka, of the Kansas Grain Dealers Ass'n, attended.

Texas was ably represented by H. H. Haines and E. F. Newing, Galveston, and C. B. R. Smith, Sherman.

Geo. B. Ross of Topeka and Ralph Russell Hutchinson represented the Kansas State Grain Inspection Department.

The dealers were invited to go to Heller's Grove, where refreshments were served and entertainment was provided.

Pres. J. A. Lyons, Langdon, and Sec'y G. S. Lawrence, Larned, of the Kansas Farmers Grain Dealers Ass'n, were present.

Jim Craig was described in song and story and is now known as the best runner in Kansas. He made four miles in nothing at all.

Mesdames Davis, Bucklin; Douglas, Athol; Falen, Zenith; Thompson, Aurora; and Vosburg, Lewis were the Kansas ladies in attendance.

E. O. Moffitt of Kansas City came down in an automobile and brot Geo. Carkener, Harry Smith, "Cap" Hinds and Steve Miller with him.

Oklahoma City sent a delegation which included R. H. Conyers, Fritz Straughn, C. Y. Semple, and Frank Foltz, sec'y of Oklahoma Millers Ass'n.

Insurance men present were J. A. Braunagel of the Millers Mutual Fire Ins. Assn. of Ill., and F. S. Rexford of the Grain Dealers Fire Ins. Co.

When we entered Wichita we were asked to "Watch Wichita win," and we did, at the ball game. About 150 dealers went to the ball game and everybody rooted for Wichita.

Machinery on display was Richardson Scales, and a full line of adding machines, check protectors and writers and typewriters. G. B. Edgar was demonstrating their car seals.



The Contest Between McWethy and Wallingford was declared a Draw altho no Blood was spilled.

"Prof." Wallingford and his artists told about Allen Logan's 200 million bushel crop yarn and then discovered that John Tomlin told a bigger one when he spoke of a 100 million bushel crop.

Identification badges in the form of keys were given visitors, on which appeared a picture of the Wichita Board of Trade, the date of the convention and a welcome to the grain dealers.

The dealers were invited to go to the ball game on Thursday afternoon. About half of them went and the balance remained at the meeting to listen to the discussion of ways and means of handling the crop of 150 million bushels.

Machinery and Supply men present were L. B. Graham, repts. Richardson Scale Co.; J. C. Power, Howe Scale Co.; G. B. Edgar, Edgar Steel Seal and Mfg. Co.; H. W. Sterling, Avery Scale Co.; F. F. Morley, Morley Bros.; Hayden and Plott; Ray W. Snyder, P. H. Pelkey Constr. Co., and A. B. Shultz, Fairbanks-Morse & Co.

Oklahoma dealers included G. M. Cassidy, Tonkawa; H. W. Garlock, Vici; J. O. Hudson, Pawnee; Jim Hutchins, Ponca City; O. W. Hutchinson, Shattuck; Ed. Johnson, Pond Creek; J. M. McCready, Yewed; Wm. Randels, Enid; G. W. Ray-

mer, Tonkawa; Oscar Robinson, Gage; C. A. Rollins, Peckham; A. A. Settergreen, Lamont; W. A. Teter, Woodward; E. Wiegel, Perry.

Souvenirs distributed included pencils by Aylsworth-Neal-Tomlin Grain Co., Hinds Grain Co., McCullough Grain Co., and Hutchinson Grain Co.; Spike Puzzles by Goffe & Carkener, Kansas City; Leather Bound Note Book and Combination Paper and Pen Knives by Bossemeyer Bros., Superior, Neb.; Leather Key Pouches by J. R. Harold Grain Co., Wichita.

The banquet given by Wallingford Bros. on the evening of June 11 to about 100 of the visiting dealers was one of the most pleasing events of the meeting. Table decorations consisted of bunches of wheat and bouquets of peonies and everybody was given a Killarney rose. The whole Kansas State Public Utilities Commission was present and five ladies were seated. Entertainment was furnished by a four-piece orchestra. After the banquet Mrs. W. I. Mitchell read some pleasing numbers and the Lyric Glee Club gave some fine selections. At the banquet one observed the presence of wheat and the entire absence of rye. The downfall of "china," the overthrow of "grease" and the humiliation of Africa were accomplished with one simple slip.



It was Warm the day the Grain Dealers Captured Wichita.

Kansas dealers in attendance included, I. M. Alexander, Mayfield; A. E. Anderson, Marquette; O. E. Bailey, Boone; N. E. Baird, Anness; W. M. Barber, Shook; W. R. Binkley, Arkansas City; E. E. Brown, Iuka; Fred Burns, Caldwell.

R. Chadd, Seward; F. C. Coffey, New Salem; C. N. Congleton, Viola; O. L. Crouch, Metcalf; T. L. Daniel, Cullison; P. O. Davis, Bucklin; J. R. Demmett, Grenola; G. C. Dooley, Rydal; H. N. Durant, Ray; J. D. Earhart, Partridge; R. H. Evans, Canton; G. D. Estes, Stafford; W. C. French, Mt. Hope; J. S. Friesen, Hillsboro; T. B. Frost, Anson.

S. L. Gamble, Brenham; D. F. Gates, Seward; W. E. Gilfrin, Lincoln; P. E. Gin-grass, Sedgwick; D. R. Gordan, Abilene; H. M. Groth, Lorraine; Loren Gillett, Coats; E. M. Hael, Millerton; John Hayes, Winfield; Wm. T. Heitschmidt, Lorraine; R. L. Hearn, Seward; C. R. Howard, Mt. Hope; W. Hutchinson, Turon; Henry Jorgenson, Mt. Hope; Senator J. D. Joseph, White-water; D. R. Krehbiel, Mound Ridge; J. S. Knaublauch, Goddard; H. L. Kunce, Tonganoxie.

E. O. Lamon, Haven; Sec'y of State G. W. Lawrence, Larned; E. Lewerenz, Lincolnville; A. H. Ling, Wetmore; H. M. Lloyd, Sterling; J. A. Lyons, Langdon; J. H. Magruder, Pratt; Clarence Martin, Lake City; J. B. McDonald, Norwich; C. McFarland, Sharon; T. J. McLaughlin, Clearwater; J. D. Mead, Ft. Scott; W. H. Mike-sell, Rydal; K. R. Mohn, Ellinwood; Chas. Molz, Hardtner; H. C. Morton, Wellsford.

W. T. Nelson, Corbin; P. T. Nickel, Buhler; Geo. Noll, Hutchinson; T. B. Oliver, Isabel; E. W. Olson and L. T. Olson, Hazel-ton; Gus Oswald, Haviland; C. A. Polson, Hewins; G. E. Putman, Conway Springs.

Ira Rankin, Kinsley; John Rawlins, Winfield; D. J. Razlaff, Inman; G. R. Rixon, Cimarron; Steve Roach, Englewood; O. M. Rosecrans, Clearwater; E. Row, Larned.

F. E. Shrader, Grenola; R. W. Smith, Haviland; Ross Stratton, Winfield; W. W. Smith, Hollywood; H. T. Shields, Gerlane; A. E. Thompson, Aurora; O. J. Thorsten-berg, Smolan; J. B. Vosburg, Lewis; W. S. Washer, Atchison; J. L. Wilkin, Aulne; Chas. and D. E. Wooddell, Nickerson.

Kansas City's delegation was one of the largest on record and included J. R. Tomlin, J. P. Glandon and W. J. Lowe of the Aylsworth-Neal-Tomlin Grain Co.; D. L. Croysdale, J. F. Marion and W. W. Simmons of the Ernst-Davis Grain Co.; Steve Miller, G. S. Carkener and W. C. Von Horn of Goffe & Carkener; Cort Addison; D. C. Hauck, Moore-Lawless Grain Co.; O. C. Hess of E. E. Roahen Grain Co.; T. L. Ferguson of A. C. Davis & Co.; J. L. Root; James Russell and R. R. Dearmond, Russell Grain Co.; D. B. Sibley, Shannon Grain Co.; Fred B. Godfrey and Kent Barber, Simonds-Shields Grain Co.; Leon A. Fuller of Thresher, Fuller Grain Co.; C. E. Watkins and S. H.



Stock Car Lined with Roofing Paper for Transporting Bulk Grain.

Stahoski of Watkins Grain Co.; W. H. Burns; C. P. Moss; Wm. Murphy; N. F. Noland; S. J. Owens; R. Y. Smith; E. R. Stripp; J. E. Sturgis; and F. O. Zimmerman.

Stock Cars Lined for Grain.

One of the innovations of the Southwest is a thousand live stock cars which the Santa Fe has lined with heavy roofing paper, and fastened it with strips of wood, for transporting bulk grain. The Santa Fe is well equipped with a large number of strong grain cars, which it keeps in prime condition for transporting grain, in fact shippers seldom have an opportunity to report a Santa Fe car leaking grain in transit. With its accustomed enterprise, the Santa Fe is preparing to assist grain shippers in every way possible in facilitating the safe movement of their grain to market.

At the recent meeting of grain shippers in Wichita, some of these lined live stock cars were loaded with bulk grain and given to switchmen to knock about the yards as suited their sweet wills. The lined cars came out of the contest without losing any grain and were placed on a convenient side track at Wichita, for inspection by the visiting shippers. Many country shippers who made a careful examination of the cars expressed themselves as more than satisfied with the cars as a means for transporting bulk grain in fair weather. However, some seemed dubious regarding the results

when the loaded cars encountered a driving rain storm.

If the dealers are not in too much of a hurry to market their grain, the live stock cars may not be needed for the early movement of wheat. Then, too, the conference between railroad officials and shippers, to be held in Wichita July 1st, may devise means which will insure prompter delivery at destination of all grain laden cars, and thus minimize the chance of a car shortage.

INDIA'S wheat yield for the coming season is estimated at 238,000,000 bus. by the crop officials. This estimate shows a large decrease, compared with the productions of 1913 and 1912, which were 264,000,000 and 292,500,000 bus. respectively. The decline is due to drouths in the Central and United provinces, as the Punjaub crop is expected to be larger than ever before.

CORN GROWING for ensilage and grain purposes is on the steady increase thruout this section of the country. It is being found that acclimated corn will make a good yield of grain and the interest being taken in dairying has caused a number of silos to be erected and a corresponding increase in forage crops for silage purposes. We confidently look forward to the time when eastern Washington and northern Idaho will grow its own corn in place of importing it from the central East.—L. C. Barrett, sec'y-treas. Spokane Seed Co., Spokane, Wash.



Grain Dealers at Wichita June 11-12.

Seeds

TESTING OF ALFALFA SEED is a chapter in Bulletin No. 49, on Alfalfa-Growing in Minnesota, issued by the University Farm under the direction of A. C. Arny. The pamphlet treats of the cultivation of alfalfa generally in Minnesota and is a record of experiments by the Agricultural Extension Department of the University of Minnesota.

THE CRAWFORDSVILLE SEED CO. has been formed at Crawfordsville, Ind., by A. Homer Flanigan and Shirl Herr, the former for 14 and the latter for 10 years employed by the Crabbs, Reynolds, Taylor Co., the latter in charge of the seed house for 9 years. Both young men have a wide acquaintance with the trade and their venture promises to be a success. About July 1 they will begin the installation of the machinery in their warehouse.

SEPTEMBER TIMOTHY has more room to advance than decline. Some is being carried over here and elsewhere but not as much as year ago. Farmers will hardly save much timothy for seed unless price advances materially. September means new crop and requires new crop seed to fill contracts. September only reached \$2.80 last season but carry over was very large. It reached \$6.50 two years ago and \$7.40 three years ago, highest in several years.—C. A. King & Co.

CLOVER has lost all that last bulge, though it still shows the average net June gain of 25 cents. This is a "reasonable" level, in the view of investors who anticipate the normal July gain averaging 50 cents net in recent years. Prices are now somewhat above the average 10-year expiration price of October, but far below a 5-year average. The big 1908 crop affects the 10-year average. The 5-year figures give a better line on the recent trend; no big crops recently; last year was the best.—Southworth & Co.

SAMPLING RATES for seeds in the inspection department of the Milwaukee Chamber of Commerce have recently been proposed and will be submitted to the Board of Directors at their next meeting. They are as follows: For sampling seeds in bags (except flax) 25 bags or less, all bags examined, 50c per lot; 25 to 50 bags, all bags examined, 75c per lot; over 50 bags, as many bags examined as accessible, \$1 per car. Over 100 bags, every bag examined, ½c per bag. Seeds in bulk (except flax) for sampling seeds in bulk, \$1 per car. Carload lots in warehouse must be placed where accessible to samplers with a view to examining as many bags as possible.

CLOVER SEED has boomed this week. Trading has been quite heavy; the short interest materially reduced and some longs let go their seed while other longs have added to the purchases which they made at much lower prices. Shorts covering has probably been the principal reason for the advance. There has not been any great amount of damage news, although parts of Ohio and Indiana have complained about the weather being too dry, and also that the unusual cold weather last month did some harm. Some sections abroad have sent unfavorable reports but there has been both buying and selling for foreign account so that it is impossible to tell much about crop conditions from the way the orders come.—J. F. Zahm & Co.

DENVER, COLO., June 10.—Alfalfa culling commencing.—Ady & Crowe.

THE PRESIDENT of the New York Produce Exchange has appointed the following members as a com'te on seeds for the ensuing year, William Jacot, chairman, Marshall H. Duryea, Ernst Wehnke, O. W. F. Randolph and Chas Wimmer.

CLOVER FIELDS variable in appearance; crop suffered more or less from weather in April which caused considerable heaving. Two year old clover much poorer than the new fields. Alfalfa came thru the winter in poorer condition.—Ontario Dept. of Agriculture, Toronto, Ont.

What Are the Dry Land Varieties of Seed?

Grain Dealers Journal: The area of dry land farms surrounding our city is steadily increasing, creating a demand for dry farm seeds; and we would like to learn thru the columns of the Journal what are the names of the varieties of winter oats, winter wheat, beans and emmer that are suitable for Utah dry lands, as well as other kinds of seeds that could be sold for dry farms.—O. H. Slater.

Buyer's Privilege to Reject Seed Grown Under Contract.

In the suit by G. W. Hodges against D. M. Ferry & Co. to recover on a contract to buy seeds grown under contract the district court of Stevens County, Kansas, decided in favor of plaintiff Hodges, but on appeal the Supreme Court of Kansas decided Apr. 11 in favor of defendant Ferry & Co., of Detroit, Mich.

The contract provided: "It is further mutually agreed that upon delivery of the crop it is to be carefully weighed and tested. Any necessary remilling is to be done by D. M. Ferry & Co., at their expense. Payment is to be made only for such seed as they consider sufficiently clean, bright, and vital for seedsmen's use; no credit being given for dirt, damages, or poor seed which has to be removed. In all cases the screenings and culls are to remain the property of the party who separates them from the crop. It is further mutually agreed that if the crop as delivered is impure through fault of the grower, or in any other respect is, in the judgment of D. M. Ferry & Co., unfit for seedsmen's use and cannot be made fit without an unreasonable amount of recleaning or handpicking, D. M. Ferry & Co. may refuse to accept it in fulfillment of this contract. * * * In consideration of the faithful carrying out of the provisions of this agreement on the part of said G. W. Hodges, and for his services in the growing and delivering said seeds, D. M. Ferry & Co. hereby agree to pay him at the rate of 12 cents per pound for all the seed satisfactory to said D. M. Ferry & Co. which he may deliver in accordance with this agreement in excess of the stock seed furnished him, said payment to be made immediately upon the receipt of such seed, and the ascertaining by said D. M. Ferry & Co. that it is vital and fit for seed purposes."

Samples sent by Ferry & Co. to the Government laboratory at Washington showed a germination of 54.5 and 56.5%.

Judge Burch held: The contract provided that payment should be made, not for such seeds as were sufficiently clean, bright, and vital for seedsmen's use, but for such seeds only as the defendant considered of that character. The right was expressly reserved to reject the crop, not if it was unfit for seedsmen's use, but if, in the judgment of the defendant, it was unfit. The agreement to pay was, not for all seeds which were clean, bright, and vital, but for all seeds which were satisfactory to the defendant. The only provision of the contract in which a reservation of this kind was not inserted was the clause relating to time of payment.—140 Pac. Rep. 102.

From the Seed Trade.

SIoux CITY, IA., June 2.—Alfalfa looks fine.—J. C. Mullaney, sec'y Board of Trade.

MINDEN, NEB., June 10.—Increased acreage sown to sorghum and alfalfa.—R. H. McKinney.

MARION, KAN., June 15.—This is first year feterita has been sown here.—Karl Ehrlich Grain Co.

KING CITY, Mo.—There is an overplus in timothy and bluegrass seed; but a shortage in other seeds; the timothy and bluegrass crop will be very short in this territory. Many growers are adding a few new varieties, but not giving up the old ones. Last season's market has made the farmers decide to grow and thresh more clover and alsike.—Berryman & Maupin Seed Co.

NEBRASKA CITY, NEB.—Last season southeastern Nebraska raised a good crop of alfalfa seed and had a large surplus of fair to choice seed at prices ranging from \$7.00 to \$10.00 per hundred pounds. This year we will not raise any seed if the present wet weather continues. Farmers were not satisfied with the alfalfa seed prices the past year and are inclined to grow less seed. Clover and timothy has had a favorable season.—Edward Bartling Seed Co.

CHAMPAIGN, ILL.—Clover seed was short this spring and a little more of that item was shipped in than usual, yet the shortage was not as great as it appeared to be right up to seeding time. The clover seed crop last year was supposed to have been almost a failure but it developed that there was considerable seed held by the farmers who traded among themselves and in that way avoided the necessity of buying as much seed as it was supposed they would buy. Seldom is enough clover seed grown in this vicinity to supply the demand, but usually the major portion of it is bought up by the seedsmen but not shipped out. Very little clover seed will be raised this year, since the drought of last year killed out most of the clover, and the probabilities are that most of the seed to be used here will have to be shipped in. Sufficient timothy seed was carried over from the 1912 crop to supply the greater portion of the trade this year. The dry weather at present is affecting the hay crop some and the probabilities are that the timothy seed crop will be short. The farmers are planting more soya beans and cow peas this year than ever before, owing to the shortage of feed, and in some cases where they plowed up the wheat they are putting in either beans or peas as a quicker crop. Each year the acreage of alfalfa increases; in most cases only a few acres are sown yet quite a number are putting out 10 to 20 acres. I think the farmers in general are more inclined to take the advice of the experiment stations and sow less of oats and increase their acreage in alfalfa, alsike, peas and beans, and to work more to a rotation of the crops, which if followed out will undoubtedly prove very satisfactory.—Champaign Seed Co.

Chicago Seed Movement.

During the week ending June 20, Chicago received and shipped the following amounts of seeds, stated in pounds, compared with the corresponding week of last year:

	Receipts		Shipments	
	1914.	1913.	1914.	1913.
Timothy seed.	142,000	374,000	231,000	488,000
Clover	124,000	40,000	90,000
Other Grasses.	206,000	94,000	117,000	198,000
Flax (Bus.)..	4,000	12,000	4,000	1,000

Grain Trade News

ARKANSAS.

LITTLE ROCK LETTER.

The Guthrie Mill & Elevator Co., of Oklahoma, has incorporated in this state and will open its branch office for the handling of flour.

Walter W. Brown, formerly a member of the Brown & Hill Grain Co., of Argentina, which has now discontinued business, has been added to the working force of Geo. Niemeyer in the grain and feed business.

At 11:30 p. m., June 11, the new elevator, warehouse and chop mill of the Cunningham Com's'n Co. burned to the ground, the fire occurring just 6 months to the day after the destruction of the company's plant by fire, Dec. 11, 1913. As soon as the debris of the first fire could be cleared away, the work was started on the new plant that is now a mass of twisted ruins. The blaze is believed to have started in the basement under the chop mill and is a mystery to all. The entire plant was operated by electricity, dynamos being in an outbuilding. The new plant was not entirely completed and had been in operation only four days. The loss on the building and contents is placed at \$33,000, with an insurance of \$30,000. In the fire of Dec. 11, the loss amounted to \$60,000, with \$45,000 insurance. Four freight cars on a siding near the building were burned. J. B. Christian, the watchman, who returned to fight the fire after sending the alarm, was seriously burned before he was rescued and is in a critical condition. Mr. Christian said after the fire, "If I had had 3 buckets of water when it started I could have stopped it." Undaunted by its misfortunes, the company will clear away the ruins as soon as the insurance is adjusted and build a new plant on the site. The house was 185x60 ft. and ironclad.

CALIFORNIA.

Woodland, Cal.—The Globe Grain & Milling Co., of Los Angeles, has taken the entire stock of the Woodland Grain & Milling Co., which is incorporated for \$100,000.

CANADA.

Mozart, Sask.—The elevator of the National Elevator Co. burned recently.

Port Nelson, Can.—Work has been started on the government elevator at this point.

Buchanan, Sask.—The Bawlf Grain Co. of Winnipeg, has bot the elevator of Hopkins & Dunlop.

Melfort, Sask.—I am now located at this point.—C. W. Smith, formerly agt. Neola Elevator Co., Metcalf, Ill.

Port Arthur, Ont.—The N. M. Patterson Grain Co., of Fort William, has opened a branch office in this city.

Rosebank, Man.—The elevator of the Dominion Elevator Co. at this station, containing 10,000 bus. of wheat, burned June 9.

Moose Jaw, Sask.—Many grain firms are busy locating elevators along the new extensions of the railroads.—Jno. T. Snodgrass, Snodgrass Grain Co.

Calgary, Alta.—The government has let contract to Janse & Co. for the new terminal elevator here. The company made a bid of \$788,000 for the 2,500,000 bus. house.

Fort William, Ont.—The Armour Grain Co., of Chicago, will open offices in this city and build a large terminal elevator, according to reports from the Board of Trade.

Winnipeg, Man.—The rules of the Grain Exchange have been amended to allow the delivery of No. 3 C. W. oats and extra feed oats at a penalty of 3c, on contracts, the amendment taking effect June 20.

Lockwood, Sask.—The elevator of the Maple Leaf Elevator Co., containing 10,000 bus. of wheat, was struck by lightning and burned to the ground at 5 a. m., June 2. A car of wheat on a siding was also burned.

Winnipeg, Man.—We are indebted to Sec'y C. N. Bell, of the Grain Exchange, for a copy of the 35th annual report of the exchange, containing a list of officers, council, committees and members. Also an extensive and interesting report of the council and statistics covering grain storage capacity and inspections.

Montreal, Que.—The Montreal Harbour Com's'n, appearing before the Dominion Grain Com's'n in the hearing of the protest of the Corn Exchange against increased rates at the harbor elevators, argued that the grain com's'n of Canada has no jurisdiction over elevator charges at the port of Montreal, any more than the Railway com's'n, and that such charges are entirely within the jurisdiction of the Montreal Harbor Board.

COLORADO.

Bennet, Colo.—The Crescent Mill & Elevator Co., of Denver, is going to build a 6,000-bu. iron clad elevator. The P. H. Pelkey Constr. Co. has the contract.

IDAHO.

Pocatello, Ida.—We have established a branch office at this point, our main office being in Denver, Colo., where John L. Barr is mgr.—I. S. Lambing, Beh. mgr. F. C. Ayres Merc. Co.

ILLINOIS.

Chesterville, Ill.—I am mgr. for C. E. Davis.—Allen Campbell.

Crescent City, Ill.—Peter McDermott has bot the elevator of Risser & Dale.

Filson, Ill.—The National Elevator Co. has leased the elevator of J. C. Koehn.

Minonk, Ill.—G. W. Horrie has succeeded C. B. Love as mgr. for the Farmers Elevator Co.

Alsey, Ill.—C. B. Wills has built a new driveway and has put the elevator on a new foundation.

Calro, Ill.—The Halliday Elevator Co. is installing an oat purifier of 6,000 bus. per hour capacity.

Skelton sta. (Beason p. o.), Ill.—Work has been started on the elevator of T. M. Harris at this station.

Charleston, Ill.—Chas. O. Linder, formerly connected with Wheatly & Linder, dropped dead, June 14.

Metcalf, Ill.—I have left the Neola Elevator Co. and am now located at Melfort, Sask.—C. W. Smith, formerly agt.

La Rose, Ill.—The Davis Grain Co. has completed its new office and Mgr. G. T. Stevenson has been duly installed.

Cissna Park, Ill.—The Cissna Park Grain & Coal Co. has built a new driveway and installed new machinery in its elevator.

Melvin, Ill.—Wm. Wheeler has let contract to the Burrell Engineering & Constr. Co. for the remodeling of his elevator.

Fairbury, Ill.—N. B. Claudon & Sons have sold their elevator to Moss & Dusenberry and possession has been given.

Smithsboro, Ill.—Shontz Grain Co. incorporated; capital stock \$8,000; incorporators C. C. Davis, E. H. Young and A. H. Barlow. The same men have incorporated the La Rose Grain Co. at La Rose.

Stoy, Ill.—We operate a large feed business but do not buy grain locally. All grain is shipped in.—W. E. Shoffstall Co.

Green Valley, Ill.—We have not let contract for our new elevator, as yet.—G. G. Waltmire, mgr. Farmers Grain & Coal Co.

Woodruff sta. (Lilley p. o.), Ill.—We are remodeling our elevator at this station.—H. W. Johnston, Levi Johnston & Son, Danvers.

Medla, Ill.—The Media Grain Co. incorporated; capital stock \$2,400; incorporators W. W. Day, C. C. Davis and A. H. Barlow.

Fletcher (R. F. D. Cooksville), Ill.—The elevator of the Hawthorne Grain Co. was recently struck by lightning and slightly damaged.

Frankfort, Ill.—The Frankfort-Spencer Grain Co. has succeeded me and I have retired from the grain business.—H. F. Stellwagen.

Neponset, Ill.—The Farmers Grain Elevator Co. adopted the government corn grades and beginning June 20, graded all new corn under the new rules.

Iroquois, Ill.—A. E. Dale, of Crescent City, has bot the elevator of L. T. Hutchins, of Sheldon, at this station and will take immediate possession.

Calro, Ill.—The Board of Trade has adopted the new government grades, effective July 1. The new grades will not affect present contracts.

Kane, Ill.—The Farmers Grain Co. incorporated; capital stock, \$10,000: W. A. Carroll, Sam'l Wehrly, Jr., and Sam'l Wehrly, Sr., incorporators.

Mt. Pulaski, Ill.—M. J. Kautz, mgr. of the H. C. Suttle Elevator, for a number of years, has leased the house and will operate it on his own account.

Sweetwater, Ill.—Work is being rushed on the elevator of J. A. McCreery & Sons at this station and it will be completed in time to handle the new crop.

Rankin, Ill.—P. E. Johnson has bot the interest of Mr. Pickard in the firm of Pickard & Thom, and the company will now operate as Thom & Johnson.

Fletcher (Cooksville p. o.), Ill.—Fletcher Grain Co. incorporated; capital stock \$7,000: Frank Gahagan, Harvey E. Heller, Richard Barker and Mike Kerber.

Astoria, Ill.—Clair Bader has succeeded Tom Notman as mgr. for Bader & Co. Mr. Notman has been transferred to the company's elevator at Prairie City.

Fountain sta. (Valmeyer p. o.), Ill.—We are building a warehouse and coal bins at the elevator, we now own at this station.—W. H. Coewer, sec'y-treas. Salt Lick Milling Co.

La Prairie, Ill.—J. A. & H. C. Tenchaff have let contract for an elevator at this station and work will be started at once. The Burrell Engineering & Constr. Co. has the contract.

Pekin, Ill.—C. B. Lowe, formerly mgr. for the Farmers Elevator Co., at Minonk, is now mgr. for the Farmers Grain Co. Work is progressing rapidly on the new elevator of the company.

Decatur, Ill.—The E. B. Conover Grain Co. of Springfield, has taken over the business of C. W. Cooper & Co., L. C. Parkhurst, mgr. for the company at Springfield will be transferred to this city.

New Lenox, Ill.—New Lenox Grain Co. incorporated; capital stock, \$5,000; incorporators, John L. Schroeder, Chas. Jarrhow and W. C. Schmuhl. The headquarters of the company will be at Spencer.

Allerton, Ill.—The elevator of Harry Allen, of Broadlands, containing about 4 carloads of corn, burned at 7 p. m., June 3; loss, \$2,000; partly covered by insurance. The fire is that to have been due to overheated corn.

Cabery, Ill.—The Farmers Elevator Co. is being organized at this station with a capital stock of \$8,000. R. C. Breneisa is deeply interested and has, with others interested, secured an option on the Tjades Elevator, owned by J. W. Ruby, of Winchester.

Camp Grove, Ill.—The elvtr. of H. M. Dewey & Co. was wrecked recently, when a C. & N. W. freight train demolished the engine house and tore a big hole in the side of the house. Repairs will be made at once.

Carbondale, Ill.—A. D. Brubaker, formerly with the Carbondale Mill & Elvtr. Co., is now on the road for the Southern Illinois Mill & Elvtr. Co., at Murphysboro. W. Wells has succeeded him with the local company.

Alton, Ill.—Judgment for \$6,500 was awarded Matilda and Geo. Yackel and others, in their suit against the Stanard-Tilton Mlg. Co. The plaintiffs alleged that the settling of the elvtr. of the company injured their property which adjoined.

Venice, Ill.—As a result of the passing of the amendment to the rules of the St. Louis Merchants Exchange, lifting the ban from hard wheat on contract delivery, the C. H. Albers Mlg. Co. has resumed work on its 1,000,000 bu. elvtr. at this point.

Henry, Ill.—A. G. Humphrey, mgr. for the Turner-Hudnut Co., was instantly killed June 17 when his automobile skidded and went over a 30 ft. embankment near Princeton. He was crushed under the machine as it fell. Robt. Law, his companion, was fatally injured.

Eleanor, Ill.—The Little York Grain Co., of Little York, operate the only elvtr. here. It formerly belonged to S. C. Bartlett & Co., and was managed by T. J. Melaney, who is now out of the grain business. E. H. Dodson is mgr. for the present owners.—M. St. L.

Meriden, Ill.—We contemplate some changes at the west end of our elvtr. to facilitate the handling of oats and will probably install new spouting and a car loader. We have not made a definite decision in the matter, however.—C. E. Gallagher, mgr. W. C. Brokaw.

Bloomington, Ill.—Attorney W. R. Bach, of the Illinois Grain Dealers Ass'n, was seriously injured, when his automobile overturned near Wapella, June 21. Mrs. Jos. Means, his mother-in-law, and his wife were also in the machine. Mrs. Means was killed and Mrs. Bach badly hurt.

La Hogue, Ill.—Egley Bros. & Bush have asked the court for an injunction restraining Mrs. C. T. McInerney or Chas. Romans from bringing suit against the company for \$440.09 due for corn delivered to the elvtr. by Romans, on which Mrs. McInerney alleges she has a lien since Romans rents his farm from her. The elvtr. company is willing to pay for the grain, but awaits a court order.

Symerton, Ill.—Wm. Murray, of Champagne, bot the elvtr. of P. W. Walsh, June 9, possession being given June 15. Mr. Murray's son will be mgr. On the same day, Mr. Murray sold his elvtr. across the street from the Walsh house to A. H. Hilton, who formerly owned it and who is now operating it. Mr. Walsh will retire from the grain business. The sales were made thru James M. Maguire.

Joliet, Ill.—After 6 weeks of intermittent hearings, arguments in the Truby Grain Co. hearing were closed June 9, before Referee in Bankruptcy Morrill Sprague. The 32 cases involve approximately \$40,000, and were brought by claimants against the bankrupt Truby Grain Co. estate to be allowed full payment for the grain which they had in the Truby Elvtrs. at the time of its bankruptcy, May 4, 1913.

Urbana, Ill.—The following have recently been admitted to membership in the Illinois Grain Dealers Ass'n: Broughton Bros., Wellington; A. P. Eaton, Allerton; C. Fieker & Co., Carlinville; C. C. Harlan & Co., Cheneyville; Harlan & Sternerburg, Crescent City; H. F. Hurst, Creston; Jeter & Boston, Lisbon; G. L. Merritt, Rossville; S. Munson, Hindsboro; Munson & Moss, Kemp; Newman Grain Co., Newman; Henry Stanbery, Bloomington; Swartz & Boughton, Greer (Wellington p. o.); E. J. Tegge Grain Co., Hooper (R. F. D. Donovan); The Truby Co., Joliet, Ill.; and A. Waller & Co., Henderson, Ky.

Litchfield, Ill.—The Litchfield Mill & Elvtr. Co., controlled by C. B. Munday, is now in the hands of receivers as a result of the big bank crash involving 4 Chicago banks and one at Alton and Smithboro, in which Mr. Munday was interested. The elvtr. company's liabilities are estimated at \$450,000, with the assets of an equal amount.

The annual meeting of the Southern Illinois Millers Ass'n was held on board the good ship "St. Louis," June 8 to 13, the week being an enjoyable one to the members of the ass'n. Officers elected were A. J. Meek, Marissa, pres.; H. C. Cole, Chester 1st vice-pres.; Julius Postel, Mascoutah, 2d vice-pres., and J. L. Grigg, Sparta, sec'y-treas.

Piper City, Ill.—Before the death of my brother George, we had planned to build a new cement or tile elvtr. of from 60,000 to 70,000 bus. capacity. The matter has been delayed by his death, but we are now wrecking the old house, part of which was put up 42 years ago, and will build 9 round tanks. The Burrell Engineering & Constr. Co. has the contract and expect to finish the work in 90 days.—J. K. Montelius, of the Montelius Grain Co., successor to Geo. D. Montelius & Co.

CHICAGO NOTES.

Sam Finney is now mgr. of the cash grain dept. of E. Lowitz & Co.

CHICAGO CALLERS: Louis Weeks, Millington, Ill.; R. W. Jeter, Ashton, Ill.

The Armour Grain Co. is now in its new offices in the Continental & Commercial Nat'l Bank Bldg.

Clement Curtis & Co. have enlarged their cash grain dept. and have placed Wm. Thayer in charge.

W. A. Gardner & Co. are now in their new quarters in the Continental-Commercial National Bank Bldg.

G. S. Mann & Co. incorporated to deal in grain, seeds, etc.; capital stock, \$20,000; G. S. Mann, F. Q. Jost and John Coulter, incorporators.

E. W. Wagner & Co. have enlarged their office quarters in the Board of Trade and now occupy Room 96 in addition to their other offices.

Barnett Farroll has been added to the sales force of the Keusch & Schwartz Co. The company has moved into larger quarters in the Postal Telegraph Bldg.

John DeCourcy, formerly with the J. Rosenbaum Grain Co., is now representing M. L. Vehon & Co. on the road in Illinois and Iowa. His headquarters will be at Decatur.

The fleet of power barges for package freight service between this city and La Salle, arrived in Chicago, June 25. The Chicago, St. Louis & Gulf Transportation Co. will operate them.

Geo. J. Le Beau and wife recently celebrated their silver wedding anniversary. Mr. Le Beau is weighmaster for the Western Elvtr. Co. and has been a member of the Board of Trade for 30 years.

The first car of new wheat to reach this market arrived June 16, consigned to the J. Rosenbaum Grain Co. It was purchased June 5 in Oklahoma, and graded No. 2 red. The first car in 1913 arrived June 20.

The carlot delivery rule was adopted June 22 by a vote of 594, a majority of 23. It permits the delivery of grain in cars the last three days of the month commencing Jan. 1, 1915. It was formulated at the request of members of the Illinois Grain Dealers' ass'n, the Indiana and Ohio Grain Dealers' ass'n and ass'n of the millers.

Chas. F. Hegwein has succeeded Harry Ulrich as supervising grain inspector of the state grain inspection dept., Mr. Ulrich now being chief assistant to Robt. Kettles in the sampling dept. of the Board of Trade. He will be succeeded as reviewing inspector of South Chicago by E. Wallace Bailey. Mr. Hegwein has been in the grain trade for a quarter of a century.

Michael J. Gleason and Roy M. Walvin have applied for membership in the Board of Trade. Robt. L. Morris, Jr., and Michael A. Bright have been admitted to membership and the certificates of Jos. P. Peurrung, Geo. L. Bacon, R. F. Straub, W. L. Mayer, Walter C. Treagle and the estate of Robt. Bines have been posted for transfer. Memberships are quoted at \$2,200 net to buyer.

Chas. Singer, one of the oldest and best known brokers of the old Board of Trade, died, June 8, in Paris, where he has been living since his retirement in 1900. Mr. Singer started in the trading circles of the old exchange as a messenger boy for a brokerage company and in 1877 took out a membership in his own name. He was a member of the board until 1901 and was an associate of "Old Hutch," "Nat" Jones, Sidney Kent, Norman B. Ream and other veterans of the old days.

PEORIA LETTER.

To cover the increased cost of grading under the new government corn grades, which have been adopted by the Board of Trade, effective July 1, the cost of inspection will be raised from 40c to 50c a car.

As soon as the Board of Trade can dispose of its present quarters, the plans for the erection of a bldg. to be used by the exchange and the Ass'n of Commerce will be developed in detail and the new home will no doubt materialize rapidly.

John McDougal, father of Robt. and Walter McDougal, members of Knight & McDougal, E. D. McDougal, mgr. of the cash grain dept. of the Armour Grain Co., and W. G. McDougal, who is in the grain trade on his own account, died June 15, at the age of 95. Mr. McDougal recently celebrated his birthday with a family reunion, at which his 6 sons, 4 of them members of the Board of Trade and connected with the grain trade, and his only daughter, were present.

INDIANA.

Colfax, Ind.—We are installing a 15-h.p. oil engine.—Colfax Grain Co.

Kentland, Ind.—The McCray Grain Co. has succeeded McCray, Morrison & Co.

Albany, Ind.—Beach & Simmere have let contract for a 15,000-bu. elvtr. to W. S. Moore.

Garfield sta. (Darlington p. o.), Ind.—Bernard Price, of Crawfordsville, has completed his 10,000-bu. elvtr. at this station.—F. Kelly, Darlington.

Fairmount, Ind.—There was some talk of organizing a farmers elvtr. company at this place, but the matter has been dropped.—A. A. Ulrey & Co.

Willow Branch, Ind.—I have sold my elvtr. to Collingwood Bros. and am out of the grain business for the present.—R. H. Kinder, Kinder & Co.

La Porte, Ind.—Pusch Bros., who now own the plant of the La Porte Mlg. Co., have put it into operation with W. L. Ellis, former mgr., still in charge.

Craigville, Ind.—We are remodeling our elvtr. and making it up to date; have installed new machinery and are building a warehouse.—Burk Elvtr. Co., Decatur.

Bloomington, Ind.—We have nearly completed our new feed mill.—The Marshall Mill Co. is remodeling its plant.—Fred Duncan, mgr. Bloomington Mill Co.

Mt. Comfort, Ind.—The Mt. Comfort Grain Co., composed of F. C. Williams of Indianapolis, who is also in the grain business at Dayton, Ind., has succeeded Dunn & Whitaker.

Montpelier, Ind.—The elvtr. of F. E. Haller is nearing completion and the new machinery will be installed as soon as it arrives. Mr. Haller hopes to have the house in operation in about 10 days.

Thurman sta. (New Haven p. o.), Ind.—Thurman Equity Exchange incorporated to deal in grain and farm produce; capital stock, \$10,000; incorporators, M. Costello, Fort Wayne; S. C. Ritcher and H. J. Baatz.

Walton, Ind.—The Urmston-Harting Elvtr. Co. has succeeded L. McFadden.

Sandusky sta. (Greensburg p. o.), Ind.—The Sandusky Farmers Elvtr. Co. incorporated; capital stock, \$10,000; Elmer Setten, W. J. Kincaid and J. C. Meek, incorporators. The company has bot the elvtr. of W. A. Williams.

Brookville, Ind.—The Nickel Plate Roller Mills and Elvtr., owned by F. A. Wright, were struck by lightning at 1 a. m., June 5, and burned to the ground, only the engine house escaping the flames; loss, \$15,000; insurance, \$7,000.

North Hayden sta. (Lowell p. o.) Ind.—I have succeeded A. B. Phillips as mgr. of the Gleaners & Farmers Elvtr. Co. We are building 12x60 ft. coal houses with concrete walls and floors. They will be 14 ft. high.—C. M. McVey.

Wolcott (R. F. D. No. 7), Ind.—Farmers Co-operative Co., incorporated; stock, \$20,000; officers and incorporators, C. C. Dawson, pres.; J. R. Nelson, vice-pres.; T. S. Higgins, treas.; and E. G. McCollum, sec'y. The company will probably build a new elvtr.

Ockley, Ind.—Whiteman Bros. narrowly escaped the loss of the elvtr. which they purchased a few days ago at this station, when fire swept the town and practically destroyed everything but the elvtr. and the coal bins which were on the edge of the village.—W. S. Hufford, prop. Sedalia Grain & Fuel Co., Sedalia.

INDIANAPOLIS LETTER.

Fred. W. Scholl has been admitted to membership in the Board of Trade.

Bert A. Boyd will handle the brokerage business of J. F. Zahm & Co., Toledo, at this market.

The following officers were elected at the annual election of the Board of Trade, June 8: Adolph J. Meyer, pres.; Geo. H. Evans, vice-pres.; Tom Oddy, treas.

Indianapolis, Ind.—A shed near Elvtr. "A" of the Indianapolis Elvtr. Co. was recently set on fire by sparks from a passing engine, the loss amounting to \$500. The elvtr. was not damaged.

IOWA.

Shambaugh, Ia.—The Hills Mfg. Co. will build an elvtr.

Grinnell, Ia.—The Farmers Elvtr. Co. is being re-organized.

Orient, Ia.—Sumner White is painting and repairing his elvtr.

Lanesboro, Ia.—The Farmers Elvtr. Co. will build new corn cribs.

Woden, Ia.—C. A. Lawler is putting a new foundation under his elvtr.

Hartley, Ia.—E. H. Betts has bot the plant of the Scott Logan Mill Co.

Hospers, Ia.—One of the local elvtrs. was recently wrecked by a tornado.

Halbur, Ia.—Our new elvtr. has a capacity of 15,000 bus.—Farmers Elvtr. Co.

Elkhart, Ia.—The Farmers Elvtr. Co. has opened its elvtr. with F. M. Miller as mgr.

Rake, Ia.—I have succeeded B. S. Bryson as agt. for the Iowa Grain Co.—E. I. Brooker.

Storm Lake, Ia.—Farmers will build a 30,000-bu. elvtr. and will operate it by electricity.

Radcliffe, Ia.—We are building a 60x80 ft. lumber shed.—H. R. Alcorn, mgr. Farmers Elvtr. Co.

Brooklyn, Ia.—Farmers and business men in this vicinity are organizing an elvtr. company.

Toledo, Ia.—Mgr. F. O. Ray, of the Farmers Elvtr. Co., who has been seriously ill, is again at his desk.

Davenport, Ia.—Logan & Bryan, of Chicago, have opened a local office with E. H. Wichelman as mgr.

Lynnville, Ia.—Joe Derivan, mgr. of the Farmers Elvtr. Co., has bot an interest in the elvtr. of Moreland & Shuttleworth at Reading, Minn., and will become mgr. July 1.

Granite, Ia.—The elvtr. of Moreland & Shuttleworth has been completed and is ready for the new crop.

Terrill, Ia.—We have painted our office and installed a 5-h.p. engine.—E. H. Hunt, agt. DeWolf & Wells Co.

Inwood, Ia.—A. D. Erickson, formerly mgr. for the Farmers Elvtr. Co., now owns and operates an elvtr. here.

Lake City, Ia.—The corn cribs of the Farmers Elvtr. Co. were blown down by the severe wind storm of June 5.

Blencoe, Ia.—The Farmers Elvtr. Co. has put in iron spouting, tearing out the old wooden spouting in the elvtr.

Swea City, Ia.—Andrew Peterson, of Algona, has bot the Middle Elvtr. of Greig & Zeeman and will take possession July 10.

Davenport, Ia.—The Interior Grain Co. has let contract to the Burrell Engineering & Constr. Co. for the remodeling and repairing of its elvtr.

Gillett Grove, Ia.—New officers of the Farmers Elvtr. Co. are G. M. Dyer, pres.; U. D. Fisk, vice-pres.; C. F. John, sec'y, and G. W. Mills, treas.

Panora, Ia.—The new 25,000-bu. elvtr. of the Farmers Elvtr. Co. took in its first load of grain June 9, the house having been completed in 22 days.

Webster, Ia.—We own and operate the only elvtr. at this station, having succeeded W. E. Edwards.—L. L. Lickiss, sec'y-mgr. Diamond Lbr. Co.

Pocahontas, Ia.—New officers of the Farmers Elvtr. Co. are C. B. Saylor, pres.; W. C. Walkenhower, vice-pres.; A. Hudek, sec'y; and T. F. McCortan, treas.

Grand River, Ia.—The excavations for the new elvtr. of O. A. Talbott & Co. of Keokuk, have been completed and the elvtr. will be rushed to completion.

Sioux City, Ia.—E. M. Kauth has succeeded me as mgr. of the branch office of the Anchor Grain Co. in this city.—Paul Larson, mgr. branch office at Omaha.

Hughes sta. (Eldora p. o.), Ia.—The recently incorporated Hughes Elvtr. Co. has bot my elvtr. and I will remain as mgr. We will repair the elvtr.—Geo. E. Lynk.

Hartley, Ia.—Chas. H. Betts, who has been operating the elvtr. of the Logan Mfg. Co. under the name of Betts & Logan, has bot the elvtr. and now has 2 houses here.

Akron, Ia.—The elvtr. of T. L. Burnight, containing 2,000 bus. of corn, burned at midnight, June 9; loss, \$5,000; covered by insurance. The house will be rebuilt at once.

Parnell, Ia.—We have given our elvtr. a thoro overhauling and have made many modern improvements in anticipation of the big crop.—T. H. Tuomry, agt. Neola Elvtr. Co.

Rock Rapids, Ia.—We are building an addition to our elvtr. and are remodeling the whole building. I am not in business for myself at present.—L. G. Peters, agt. St. John Grain Co.

Oskaloosa, Ia.—The slight fire in our warehouse did no damage, as it was noticed at once. Started at the end of the house and was evidently of incendiary origin.—The Blackford Co.

Fort Dodge, Ia.—The contract for the elvtr. which is to be operated by the new Farmers Elvtr. Co. has been let to the Younglove Constr. Co. The house will have a capacity of 50,000 bus.

Webster City, Ia.—John B. Kelly will be retained as mgr. of the elvtr. John R. Brown recently bot of the Trans-Mississippi Grain Co. The elvtr. will be operated as the Webster City Elvtr. Co.

Griswold, Ia.—W. B. Wormley has bot the grain business of P. Kirchner, and will build an up-to-date elvtr., which will be lighted and operated by electricity. J. M. Balcome will be mgr.—Turner Bros.

Denison, Ia.—The Farmers Elvtr. Co. settled the details of its organization and the new elvtr. will be built on the C. & N. W. right of way, the railroad company having given the company a site on its line.

Dawson, Ia.—Our officers are Jas. Peters, pres.; L. M. Bickal, treas.; J. T. D. Sommerson, sec'y.—G. C. Logan, mgr. Farmers Grain Co.

St. Ansgar, Ia.—The office of the St. Ansgar Grain & Lbr. Co. was struck by a freight car recently and moved nearly a foot from the main elvtr. The cars were switching in the yards and jumped the track.

Des Moines, Ia.—S. E. Squires, pres. of the S. E. Squires Grain Co., recently entertained a number of his elvtr. mgrs. on a fishing trip at Lake Okoboji. The trip was made by automobile and was thoroly enjoyed by all.

Des Moines, Ia.—The elvtr. of the old distillery, at one time the largest grain house in the U. S., was wrecked June 11. The elvtr. was 85 ft. high and with the distillery fell into disuse 20 years ago when Iowa went dry.

Havelock, Ia.—The following officers were elected at the recent annual meeting of the Farmers Coal & Grain Co.: Fred. Hacker, pres.; S. H. Gill, vice-pres.; W. J. Rodda, sec'y and J. G. Obrecht, treas. Chas. Strong is mgr.

Sanborn, Ia.—We will rebuild our elvtr. wrecked by a cyclone, June 6.—Hunting Elvtr. Co., Minneapolis, Minn.—We have not yet decided about rebuilding our elvtr. which was wrecked on the 6th.—Western Elvtr. Co., Winona, Minn.

Whiting, Ia.—E. M. Cassidy & Co. are building a new elvtr. and will equip it with up-to-date machinery, including a 2,000-bu. automatic scale, rope sheave drive, etc. The machinery will be furnished by the American Supply Co.

Galbraith, Ia.—The Kunz Grain Co. of Wesley, has bot the elvtr. of the Western Elvtr. Co. of Winona, Minn., at this station and will improve it and install up-to-date machinery. Chas. A. Sankey will remain as mgr. for the new company.

Owasa, Ia.—We have rebuilt our engine and adjusted our machinery so that we can elevate about a third more grain per hour than formerly. With our recently installed cleaner in shape we are ready for the new crop.—R. Welsh, mgr. Farmers Elvtr. Co.

Gilbert Station, Ia.—We have built an up-to-date coal house and also husk house and have installed a corn cleaner. Other needed repairs have also been made and we have one of the best equipped elvtrs. out here.—Sanford Shearer, agt. B. A. Lockwood Grain Co.

Wayland, Ia.—The Wayland & Coppock Farmers Elvtr. Co. has succeeded Scho-walter & Co. at this station and at Coppock. Officers of the company are D. S. Neff, pres.; J. E. Davis, sec'y; E. J. Eicher, treas., and P. P. Schowalter, mgr. The new company is incorporated for \$35,000.

Lytton, Ia.—Our new elvtr. is 26x29 ft. and 42 ft. to the eaves, all bins are hoppered and it is equipped with a manlift, 1,500-bu. Fairbanks Automatic Scale and 10-h.p. electric motor. It is to be completed by Aug. 1, by the Younglove Constr. Co. which has the contract.—A. Schmidt & Son.

Van Horn, Ia.—The King Wilder Grain Co. has bot the elvtr. formerly operated by the Van Horn Grain & L. S. Co. and owned by U. S. Fry. Jake Hinz is mgr.—We have leased the elvtr. formerly operated by the Farmers Co-operative Co. and owned by F. H. Grulich and I am mgr. I was formerly mgr. for the Watkins Grain Co., at Watkins.—J. W. Fitzgerald, mgr. Kaerberle & Co.

Sherman sta. (Montezuma p. o.), Ia.—The 30,000-bu. elvtr. of the B. A. Lockwood Grain Co., containing 1,000 bus. of oats and several hundred bus. of corn, was struck by lightning and burned, June 5. A car of corn on a siding was also burned. The elvtr. was struck about midnight, but no trace of fire was found, but about 4:30 a. m. the building burst into flames. The loss is fully covered by insurance and the elvtr. will probably be rebuilt.

Melvin, Ia.—The roof of the elvtr. of the Farmers Elvtr. Co. was badly damaged by the storm of June 5.

Loveland, Ia.—Fire was discovered in my elvtr. about 7 p. m., June 8. The blaze apparently started in the cleaning room and it is thought to have been due to an overheated shaft. The loss on the building and machinery will reach \$5,500 to \$6,000. We carried \$3,000 insurance on the building and \$1,000 on the grain. About \$770 worth of grain was burned. I will only install a small elvtr. in the place of the one burned and will not build a mill at present.—D. H. Bailey.

McCallsburg, Ia.—We are making the following repairs and additions to our plant; raising elvtr. 2 ft. and putting in concrete foundation throughout; erecting two elvtr. legs, one with 7"x15", the other 16"x14" buckets and installing a Western No. 24 Sheller, Western Cleaner No. 32, manlift, Richardson, 3,000-bu. cap'y Automatic Scales; new spouting, shafting, etc., throughout. We are also erecting corn cribs 18x32x32 ft., hoppers bottoms, intake by gravity direct from elvtr. head, corn being dumped into elvtr. sink and emptied by means of drag conveyor into dump sink or sheller. The cribs are screened throughout with galvanized wire cloth inside of bevel cribbing, making it suitable for storage of oats. An office building 14x24 ft., built of hollow clay blocks has also been completed and a 5-ton wagon scales installed. The Burrell Engineering & Constr. Co. has contract for the work, which will be completed about July 10th.—Farmers Grain Co., J. D. Thompson, Sec'y.

KANSAS.

Barnard, Kan.—C. E. Mesick is now agt for the Morrison Grain Co.

Wilsey, Kan.—C. R. Kinkel has bot the Ray Elvtr. and is in possession.

Goodland, Kan.—C. W. Brandt is building additional storage to his elvtr.

Grantville, Kan.—W. R. Busenbarick is agt. for the Chas. Geiger Grain Co.

Coldwater, Kan.—A. A. Ward and Geo. Young are building an elvtr. at this point.

Bushton, Kan.—The elvtr. of the Bush-ton Grain & Supply Co. is being repaired.

McLouth, Kan.—The Ragan Grain Co. has moved its headquarters to Kansas City, Mo.

Haviland, Kan.—The elvtr. of the Equity Exchange is being repaired. R. W. Smith is mgr.

Viola, Kan.—C. N. Congleton has succeeded Doblin & Grier, taking possession June 1.—S.

Junction City, Kan.—D. W. Tyler, pres. of Tyler & Co., operating the Aurora Mills, died recently.

Burns, Kan.—We are making some needed repairs in our elvtr.—J. M. Lilley, J. C. Lilley & Co.

Canada, Kan.—We have installed a new elvtr. leg and new shafting.—Karl Ehrlich Grain Co., Marion.

Mt. Hope, Kan.—All elvtr. firms here are making light repairs on their elvtrs.—Farmers Elvtr. Co.

Adams, Kan.—The Farmers Elvtr. & Merc. Co. will operate the elvtr. of H. T. Braly this season.

Garfield, Kan.—The Kansas Flour Mills Co. has installed automatic scales in its elvtr.—J. G. Smith.

Calista, Kan.—A. V. Clark has succeeded C. N. Congleton as mgr. of the Calista Grain & Mercantile Co.

McLouth, Kan.—The elvtr. of the Dobbs Grain Co. was struck by lightning, June 15, and slightly damaged.

Pratt, Kan.—The Kansas Flour Mills Co. has bot the elvtr. of the Bowen Mfg. Co. Geo. S. Scantlin is mgr.

Missler, Kan.—We have installed new bins and scales and built an office. Will have a new elvtr. soon.—W. W. Gibbons, mgr. Co-operative Elvtr. & S. Co., Meade.

Ashland, Kan.—E. H. Edsall, formerly mgr. for the Millers Grain Co., is not with the company at present.

Moray, Kan.—The Farmers Elvtr. Co. has succeeded John H. Lynds Mill & Elvtr. Co. Oscar Nelson is mgr.

Lawrence, Kan.—The Bowersock Mill Co. will start work on a new elvtr. here as soon as the material arrives.

Solomon, Kan.—I have built a new office and warehouse on the side of my mill.—C. Heller, prop. Solomon Roller Mills.

Hazleton, Kan.—I have put in a new 5-ton wagon scale and have made general repairs on my elvtr.—E. W. Olsen.

Basehor, Kan.—F. M. Darby has succeeded W. D. Kuhn & Co. H. B. Davis owns a track elvtr. here.—T. L. Colborn.

Garnett, Kan.—We are operating the elvtr. formerly run by Baxter Wilson at this station.—Paul Dewey of Dewey & Son.

Oxford, Kan.—We are putting our house in good shape to handle the new crop.—B. E. Fischer, mgr. Oxford Mill & Elvtr. Co.

Hutchinson, Kan.—We are putting all our elvtrs. in shape to handle the large crop.—Geo. Gano, mgr. Rock Mfg. & Elvtr. Co.

Talmage, Kan.—Mr. Smith is agt for the Rock Mfg. Co. at this station and H. L. Mitchell is mgr for the Kansas Flour Mills Co.

Grantville, Kans.—C. A. Geiger of Robinson is operating his elvtr. which was leased by Dougan & Son of Perry, last year.

Haggard sta. (Ensign p. o.), Kan.—The Farmers Co-operative Grain & Coal Co. has succeeded the A. Aitkin Grain Co.—Geo. Meader.

McPherson, Kan.—I am acting mgr. for L. D. Kneeland, who operates here under the name of the McPherson Mill & Elvtr. Co.—C. E. Chase.

Salina, Kan.—We have installed new elvtr. and conveyors, also wagon and car dumps in our elvtr.—C. M. Todd, sec'y Lee Warren Mfg. Co.

Colwich, Kan.—Mr. Mat Doffing succeeded Mr. Colwell as mgr. for the Pacific Elvtr. Co. June 15. The latter has been sent to Ray.—G.

Alma, Kan.—The Derby Grain Co. of Topeka has leased the elvtr. formerly operated by the Alma Elvtr. Co. W. D. Sutton will be in charge.

Marion, Kan.—Carl Ehrlich Grain Co. are building a new elvtr. on the spur, 1½ miles south of here. They also operate the Excelsior Flour Mill there.

Solomon, Kan.—We have overhauled our engine and have re-lined the spouting of our elvtr.—D. D. Berrigan, agt. Shellabarger Mill & Elvtr. Co.

Almena, Kan.—Wilson & Powell, former lessees of the elvtr. of the Central Granaries Co., are out of the grain business here.—M. S. Mellor.

Hutchinson, Kan.—We are making the necessary repairs to handle the bumper wheat crop of this state.—F. J. Hipple, asst. mgr. Liberal Elvtr. Co.

Aulne, Kan.—I expect to buy a new gasoline engine and will make general repairs. I will move my office and wagon scales nearer to the elvtr.—J. L. Wilkin.

Richland, Kan.—The Morrison Grain Co. is rebuilding its elvtr. by putting in a new foundation and a new interior. The P. H. Pelkey Constr. Co. has the contract.

Rago, Kan.—Farmers are interested in organizing a company to build an elvtr. here. The town is 5 miles south of Basil on the Santa Fe.—I. R. Blake, Basil.

Topeka, Kan.—For the last 11 months, I am pleased to report that the Kansas State Grain Inspection is \$9,000 ahead of expenses.—Geo. B. Ross, chief inspector.

Mt. Hope, Kan.—The Pacific Elvtr. Co. is repairing its wagon scale—I am overhauling my elevator so as to have it in first class condition to handle the new crop. I own and operate the house formerly run by the Union Mfg. Co. of Wichita.—C. R. Howard, Prop. Howard Grain Co.

Colby, Kan.—The Morrison Grain Co. now operates the elvtr. formerly run by Maynes Bros.—W. F. Starcher has leased the elvtr. of the Farmers Elvtr. & Coal Co.—H. E.

Assaria, Kan.—The new 20,000-bu. elvtr. of the Farmers Elvtr. Co. will be completed in the next two weeks. The company is capitalized at \$6,000.—G. B. Flack, Salina.

Scottsville, Kan.—H. W. Witham is sec'y of the Mitchell County Farmers Union, which now owns and operates the Abernethy Elvtr. here, and I am mgr.—J. E. Squire.

Frankfort, Kan.—The elvtr. of Fisher & Son is closed and the firm is out of business. We are the only operators here at present.—G. E. Lamb, of Gano Grain & Coal Co.

Kinsley, Kan.—The Farmers Elvtr. Co. elected the following officers at its recent annual meeting: E. F. Eslinger, pres.; Gilbert Cole, vice-pres., and Ira Rankin, sec'y-treas.

Coats, Kan.—We have repaired our scales and made other interior improvements in our elvtr. We have also built new coal bins.—Loren Gillett, mgr. A. R. Clark Grain Co.

Oskaloosa, Kan.—Our new elvtr. at this station will be completed by July 15, but we will not wait for the completion of the house. We will start operation on the 10th.—A. D. Robinson.

Chetopa, Kan.—We are expecting a heavy business this season, as crops are so good and we are repairing and improving our elvtr. in anticipation.—J. T. Hazel, mgr. Chetopa Grain Co.

Manhattan, Kan.—We are rebuilding the old elvtr. and putting up 4 concrete tanks which will give us a total capacity of 100,000 bus. The work is to be completed by Sept. 1.—Manhattan Mfg. Co.

Nashville, Kan.—I will take charge of the elvtr. of the Bolin-Hall Grain Co. at this point. I was agt. for W. E. Clark at Spivey before he sold the elvtr. here to the new company.—H. E. Keopka.

Hutchinson, Kan.—We are just completing the remodeling of our mill which will double our capacity and give us a daily output of from 550 to 600 bbls.—E. B. Sawyer, sec'y Monarch Mfg. Co.

Norton, Kan.—Henry Westerman of Kensington, has let contract for a 17,000-bu. elvtr. at a siding on the C. B. & Q., 11 miles west of here. This will make the sixth elvtr. for Mr. Westerman.

Isabel, Kan.—W. A. Shoop, agt. for W. E. Clark at Nashville, is now mgr. of the elvtr. of the Bolin-Hall Grain Co. at this station, which was recently sold to it by Mr. Clark.—R. A. Johnston, Zenda.

Nortonville, Kan.—We sold our elvtr. at McLouth to the Casebier Elvtr. Co., but did not sell the elvtr. here to them. The company already own the elvtr. at Ackerland.—C. C. Ragan, of Ragan Bros.

Galva, Kan.—We are installing an automatic scale and overhauling our elvtr so as to have it in first class condition by the time the crop moves.—J. J. Wall, pres. Wall-Rogalsky Mfg. Co., McPherson.

Salina, Kan.—We operate the only large flour mill in the state in which power is furnished by Diesel engines. Total of 750 h.p. is used.—Geo. Freeman, mgr. elvtr. dept., Shellabarger Mill & Elvtr. Co.

Gerardy sta. (Hanover p. o.), Kan.—I have bot the elvtr. of E. Lehman and will operate it in connection with my house at Lanham, Neb.—H. Kroff. Mr. Kroff has not bot an elvtr. at Girard as reported.

Argonia, Kan.—We are repairing our elvtr. and installing a new engine. We have also recently put in a line of feeds and will handle same with grain business.—Guy D. Gould, mgr. Pacific Elvtr. Co.

Pendennis, Kan.—I now operate the elvtr. of the A. J. Poor Grain Co., of Kansas City, Mo., which was formerly operated by Young & Wollner. The other elvtr. here belongs to the Hall-Baker Grain Co., also of Kansas City.—Geo. Young.

Salina, Kan.—The local elvtr. men have notified the wheat growers of the vicinity that they will not store wheat as in the past, the enormous wheat crop being given as the reason for abandoning the custom.

Abilene, Kan.—We have built covers extending about 6 ft. from our elvtr. over the approaches to our elvtr. This will keep rain from beating under thru the doors.—D. Sommers, mgr. Farmers Elvtr. Co.

Herndon, Kan.—The Central Granaries Co. has painted and repaired its elvtr.—We are painting and repairing our plant now. We expect the most extensive grain and mill business in 10 years.—Malone & Wenzel.

Attica, Kan.—The elvtr. of J. D. McCray of Garden City, is being repaired and put into first class shape. John P. Charles will be mgr. Mr. McCray will probably repair the mill also later on. He recently bot the plant from the Attica Mill & Elvtr. Co.

McPherson, Kan.—I operate the elvtr. owned by Lindsborg Mlg. & Elvtr. Co., handling all wheat for their account and do a corn and oats business for myself. Am overhauling the house so as to have it in shape to handle the new crop.—Ben Nelson.

Galva, Kan.—The recently incorporated Farmers Grain & Supply Co. has leased the elvtr. of the Coburn Elvtr. Co. and will take possession July 1. Officers are W. E. Soland, pres.; A. T. Hilborn, vice-pres.; B. B. Basom, sec'y, and T. Lindberg, treas.

Topeka, Kans.—The office of Chief Inspector Geo. B. Ross has been moved to the lower floor of the statehouse into the room formerly occupied by the G. A. R. The room is being especially fitted up and will be repainted and become an ideal grain inspector's office.

Ottawa, Kan.—The New Process Mill Co. incorporated; capital stock, \$50,000; G. T. Smith, F. C. Dobson, M. M. Smith, A. F. Finey and J. B. Sikes incorporators. The company has bot the elvtr. of the Ottawa Grain & Mlg. Co. which has not been in operation for some time.

Haggard sta. (Ensign p. o.), Kan.—We are building a 30x30 ft., 15,000-bu. elvtr., 30 ft. high, covered and roofed with metal. We are on a branch of the A. T. & S. F., called the D. C. & C. V. R. R. S. E. Good is sec'y of our company, Geo. Meader mgr., and myself pres.—M. H. Webber, Farmers Union.

Latimer, Kan.—Our new 10,000-bu. elvtr. will be equipped with a 750-bu. per hour Richardson Automatic Scale, wagon scale, 12 h.p. gas engine, 2 stands of elvtrs., 5x9 cups, 12 in. apart, and overhead rope drive. The P. H. Pelkey Constr. Co. has the contract.—E. C. Wyatt, sec'y C. E. Robinson Grain Co., Salina.

Pratt, Kan.—The Farmers Union Grain & Coal Co. which recently sold its elvtr. to me, has been reorganized with a capital stock of \$10,000 and has bot the elvtr. back, retaining me as mgr. The new company will be known as the Pratt Equity Exchange and will begin operation July 1.—Lewis Barker is building an elvtr. on the Wichita & Western, 6 miles east of here.—J. V. Harkrader.

Atchison, Kan.—The Cain Mlg. Co. has been completely reorganized on a substantial basis with Arthur S. Cain and John R. Schmitt at the head. They are young men but capable and experienced and the company has ample financial backing. The new firm will greatly expand the grain business of the old company and will start operations July 1.—Douglass M. Cain, mgr.

Haven, Kan.—We have succeeded the Haven Mlg. Co. and have taken over the 22,000-bu. elvtr. and 200-bbl. mill of that company. We have incorporated for \$10,000 and will deal especially in flour, handling little grain. The milling company went out of business 3 years ago. Our officers are Geo. E. Merrett, pres.; Frank McDermott, vice-pres., and myself sec'y-treas.—C. E. Jones, Haven Mills Co.

Clay Center, Kan.—I have bot the elvtr. of the Chas. Downing estate, known as the Midland Elvtr., which has been operated by D. P. Danielson. I shall make improvements as soon as I am in possession.—J. W. Pinkerton.

Solomon, Kans.—We have put in a Richardson Automatic Scale, a Fairbanks Wagon Scale and have made general repairs on our elvtr. We are also plastering and papering our office.—Chas. Henning, agt. Kansas Flour Mills Co.

WICHITA LETTER.

T. M. Thomas is in charge of the local offices of the Orthwein-Matchette Co. of Kansas City, Mo.

Wichita, Kan.—The first car of new wheat to reach this market arrived June 15, from Ponca City, Okla. It graded No. 2 red and tested 61 lbs.

The following officers were elected at the annual election of the Board of Trade, June 9: C. A. Baldwin, pres.; D. S. Aarwick, vice-pres.; H. Kaufman, E. M. Kelly, J. B. Hupp, L. H. Powell, C. M. Jackman, W. F. McCullough and E. Gorwin, directors.

The Red Star Mill & Elvtr. Co. has let contract for 20 concrete storage tanks of 350,000 bus. capacity. The tanks will be 72 ft. 6 in. high and will run from 29 ft. to 16 ft. in diameter, the difference being due to divergence of the railroad tracks between which they will be built. The working house will be built on top of the tanks and a solid concrete platform will surround them so that there will be no waste of wheat spilled in loading and unloading. New and up-to-date machinery will be installed. Each tank will have a capacity of 17,500 bus. and will give the company a total capacity of 600,000 bus. Work will be started at once by Otto J. Lehrack, who has the contract. The tanks will be used in connection with the "B" mill, which with Mill "A" will be overhauled, and the whole plant will be operated by electricity, instead of by steam as at present.

KENTUCKY.

Carlisle, Ky.—F. H. Henry has engaged in the grain business.

Louisville, Ky.—Oscar Fenley, pres. of the Kentucky Public Elvtr. Co., has been appointed a director of the Federal Reserve Bank No. 8.

Louisville, Ky.—The W. H. Luesing Co. incorporated to deal in grain and feed; capital stock, \$5,000; incorporators, M. H. Gebhart, A. L. Campbell and W. H. Luesing.

Pembroke, Ky.—Lyman McComb buys grain here for the Dunlop Mlg. Co. of Clarksville, Tenn.—I have leased the Pembroke Warehouse and will buy wheat for J. R. Hale & Son of Nashville, Tenn. I have been in the wheat business here for 10 years as mgr. of the Pembroke Elvtr. Co.—S. B. Jones.

MARYLAND.

BALTIMORE LETTER.

Walter B. Brooks has applied for membership in the Chamber of Commerce.

It is reported that the Penna. and B. & O. Ry. Co.'s have made arrangements thru Philadelphia to cover blanket on grain in their elvtrs. here at 1½% and that they in turn will insure shippers on the short rate.

The following standing com'tes have been appointed for the year by the Chamber of Commerce: wheat, Charles P. Blackburn; John M. Dennis, vice-chairman; Thomas Johnston; L. M. Jackson; E. O. Boyd. Corn, J. A. Manger, vice-chairman; T. M. Maynadier, Joseph G. Reynolds, F. A. Meyer, William Rodgers. Oats, John J. Snyder, Robert D. Sinton, Richard C. Wells. Rye, J. Frank Ryley, E. H. Beer, Edwin Hewes.

MICHIGAN.

Conklin, Mich.—Amos Stockhill has succeeded Haas & Stockhill.

Detroit, Mich.—Zink Bros. Hay & Grain Co. incorporated; capital stock, \$15,000.

Tipton, Mich.—I will install new cups and legs and a hopper scale in my elvtr.—C. J. Lewis.

Davison, Mich.—J. J. Berry has resigned as mgr. for the Burroughs-Wolohan Elvtr. Co. here and will move to Birch Run.

Edwardsburg, Mich.—C. O. Gifford, formerly office mgr. for the Fenton Elvtr. Co., is now mgr. for A. J. Carpenter.

Ithaca, Mich.—A fertilizer shed of the Gleaners & Farmers Elvtr. Co. was struck by lightning June 4 but the elvtr. was not injured.

Detroit, Mich.—The Hart Grain Co. has been deprived of the privileges of the floor of the Board of Trade, on account of irregular transactions. W. H. Hart and Arthur J. Clark are the props. and have only recently re-engaged in the grain business.

Snover, Mich.—We have torn down one of our elvtrs. at Marlette, and will rebuild it at this station. It will be operated by the Snover Grain Co., in which we have a controlling interest. We still have two elvtrs. at Marlette.—The Holmes Grain Co., Marlette.

Howell, Mich.—The Gordon Elvtr. Co. has bot the elvtr. of the Michigan Mlg. Co. and Ray Gordon, formerly of Taft & Gordon, will be mgr. G. E. McCrumb, mgr. for the milling company will close up the affairs of the company and may accept a position with the company at Ann Arbor.

Parma, Mich.—We have leased the elvtr. of the Mich. Cent. Ry. Co. here and are equipping it with modern machinery, including elvtrs. and grain and bean scales. Our elvtr. is one of the oldest in the state. It was built over 50 years ago, of white pine timbers on a limestone foundation and is still in good repair. It was of the old bridge type, but the new improvements will modernize it. Will be ready for business July 1.—James A. Dean, pres. Parma Merc. Co.

MINNESOTA.

Owatonna, Minn.—Thos. Dooley of Mankato has bot the elvtr. of G. A. Swan.

Delhi, Minn.—The elvtr. of the Pacific Elvtr. Co. has been put in good repair.

Battle Creek, Minn.—The Farmers Elvtr. Co. has repainted and repaired its elvtr.

Tintah, Minn.—The Farmers Elvtr. Co. will put a new foundation under its elvtr.

Steen, Minn.—I am now working for the Edmonds Londergan Co.—Peter M. Nielsen.

Watkins, Minn.—P. Werner of Loretta has bot the elvtr. of the Atlantic Elvtr. Co.

Rosewood, Minn.—I am agt. for the Hanson & Barzen Mlg. Co. at this point.—A. C. Vorseth.

Long Prairie, Minn.—We will build an addition to our elvtr.—Wm. Luth, agt. Erwin Elvtr. Co.

Hector, Minn.—The elvtr. of the Farmers Grain Exchange was struck by lightning, June 9; loss \$25.

Miltna, Minn.—A report has been circulated to the effect that an elvtr. will be built at this point this fall.

St. Peter, Minn.—D. C. Harrington has bot the elvtr. of Schuster & Hildebrandt and will take possession July 1.

Wirock, Minn.—The Farmers Elvtr. Co. has let contract for 25,000-bu. elvtr. to the Younglove Constr. Co., the cost to be \$25,000.

Tracy, Minn.—New officers of the Farmers Elvtr. Co. are Wm. Youngs, pres.; J. W. Averhill, sec'y, and J. J. Johnson, treas.

Storden, Minn.—New officers of the Storden Grain Co. are S. S. Pederson, pres.; Thos. Bondhus, sec'y, and C. H. Ruhberg, treas.

Mabel, Minn.—The Mabel Elvtr. Co. incorporated; capital stock \$30,000; P. C. Johnson, E. C. Erickson and others incorporators.

Hadley, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of Hubbard & Palmer, the price being \$3,125; possession to be given July 1.

Avoca, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Benson Grain Co. and will open it under the management of James Fritzpatrick.

Carlisle, Minn.—The Carlisle & Oscar Grain & Merc. Co. announced June 20 that it would buy wheat only, cutting out rye, barley and flax.

Osseo, Minn.—The elvtr. of the Osseo Elvtr. & Warehouse Co., was struck by lightning, June 9, and burned to the ground; loss, \$10,000.

Ada, Minn.—Olaf Pearson, formerly mgr. of the Northwestern Elvtr. Co. at Rothsay, has been transferred to the elvtr. of the company here.

Raymond, Minn.—The elvtr. of the Thorpe Elvtr. Co. has been repaired and will be re-opened with Frank Stutelberg as mgr. It has been closed for 3 years.

St. Cloud, Minn.—Wm. Stratton, vice-pres. and mgr. of the Geo. Tileston Mfg. Co., has resigned and will leave the company July 1. The mill has been closed.

Beaver Creek, Minn.—We have just closed a good year with a profit of 22%. We will use most of this for repairs.—H. S. Cragg, mgr. Beaver Creek Elvtr. Co.

Elmore, Minn.—The elvtr. of the Benson Grain Co. was struck by lightning, June 14; loss \$100. Some boards were torn off and the roof was damaged but there was no fire.

Red Wing, Minn.—Bernard Gerlach, pres. of the La Grange Mills, has been seriously ill in Washington, D. C., but he is now on his way home and is reported much improved in health.

Winthrop, Minn.—G. F. Krueger has succeeded Rudolph Klossner as mgr. of the Pacific Elvtr. Co. Mr. Krueger has been connected with the Powers Elvtr. Co. at Valley City, N. D.

Pipestone, Minn.—The Farmers Elvtr. Co. will build an elvtr. on the site of the present house. Work of wrecking the old elvtr. will be started at once. The new one will cost \$6,000.

Reading, Minn.—Joe Derivan, former mgr. of the Farmers Elvtr. Co. at Lynneville, Ia., has bot an interest in the elvtr. of Moreland & Shuttleworth and will take active charge July 1.

Triumph, Minn.—We have bot the two elvtrs. of the Western Elvtr. Co. of Winona, at this place, and will take possession early in July.—J. M. Johnson & J. H. Kroeger, Elkton, S. D.

Caledonia, Minn.—The Caledonia Merc. Club has decided to take a hand in the re-organization of the Caledonia Stock & Grain Co. and it is believed that the affairs of the company will be straightened out and operation resumed at an early date.

Duluth, Minn.—The Duluth Board of Trade will entertain shippers of grain to this market on June 30 and July 1. The program is not a formal one. The first day is to be spent in looking over the market and the system of inspecting grain, and in general to acquaint themselves with the marketing conditions as far as possible. In the afternoon the visitors will be given a drive about the city, and in the evening an informal dinner will be served at which there will be addresses by a number of grain men of Duluth. On the day following, July 1, they will be taken for a boat ride about the harbor and up St. Louis River. Stops will be made at some of the elvtrs. and the plants inspected. A visit will also be made to the new \$20,000,000 steel plant of the United States Steel Corporation at Spirit Lake. We have received nearly 500 acceptances already and expect a large party.—Chas. F. Macdonald, sec'y.

MINNEAPOLIS LETTER.

The Cereal Grading Co. has installed 4 motors and an electric drive.

Edwin J. Pierce, sec'y of the Frank A. Pierce Co., was recently married to Miss Blanche Collins of St. Paul.

The Wm. Rahr Sons' Co. of Manitowoc has notified the trade that it will not build the proposed big elvtr. and malt house in this city on account of the "fanatical wave of prohibition that is sweeping the country."

Edwin D. Bowen, member of the Chamber of Commerce, died June 8. Mr. Bowen was associated in the grain trade with his father for a number of years. He was 38 years old and died after an illness of only 10 days' duration.

On June 15, F. H. Peavey & Co. paid off \$500,000 worth of notes, which is 25% of an issue of \$2,000,000 given three years ago and due Aug. 1. The debt was incurred in 1911, thru the speculations of James Pettit, in charge of the Chicago business.

The membership in the Chamber of Commerce of Chas. G. Gates, deceased, has been transferred to W. L. Brisley, and that of S. S. Cargill to R. G. Cargill. Requests for transfer are as follows: W. L. Brisley to Wm. Hudson; J. N. McKindley to Louis N. Ritten and W. H. Dunwoody to Chas. G. White.

James A. Manahan, candidate for state's attorney, is flooding the northwest with franked literature covering the recent charges of a monopoly of the grain trade by the Minneapolis Chamber of Commerce and Chicago Board of Trade, which he asserts have been pushed to one side by the present attorney. As usual he is trying the clown act on the thinking public.

Randall, Gee & Mitchell were acquitted of the charge of fraud in switching charges, brot against them by the Equity Elvtr. & Trading Co. of Pingree, N. D. The elvtr. company asked the court for a refund of \$46.50 which it alleged was fraudulently charged to them, no real charges being paid by the company. The jury found that the company was merely acting as an agt for the Equity Elvtr & Trading Co.

An automobile driven by Buell L. Simons, sec'y-treas. of Nye-Jenks & Co., struck a street sweeper, June 16, while running about 25 miles an hour. The man was carried on the fender of the car for 75 ft. and when the car was stopped was found to be dead. The county attorney upon investigation held that the accident was unavoidable as the man stepped from the curb directly in front of the car. Mr. Simons was exonerated.

MISSOURI.

Grant City, Mo.—J. C. Lutes Grain Co. incorporated; capital stock, \$3,000.

Salisbury, Mo.—We are installing electric motors of 3, 5 and 10 h.p.—T. E. Leach, mgr. Farmers Elvtr. Co.

Norborne, Mo.—Arch Winkler will buy wheat this season for W. H. Perrine & Co. at their elvtrs at Norborne and Palemon.

Fortescue, Mo.—John F. Iden of Bigelow has bot the elvtr. of J. H. Lynds Mill & Elvtr. Co.—W. L. Catron & Son, Bigelow.

Malta Bend, Mo.—Our new elvtr. is nearing completion and we hope to use it for this season's crop.—F. D. Stockman Ice Co.

Mexico, Mo.—We took possession of the elvtr. of the Hathaway Seed & Produce Co., June 1.—The Hoxsey & Nichols Seed & Produce Co.

Tarkio, Mo.—The J. B. Shaum Grain Co. has succeeded Seamman & Shaum, B. F. Shaum having bot the interest of Carl Seamman in the firm.

Eolia, Mo.—I sold my interest in the Eolia Elvtr. Co. to D. B. Bibbs who is mgr. and sec'y of the company. J. T. Henry is pres.—M. W. Henry.

Charleston, Mo.—We are billing out our first car of wheat today (June 17, 1914), Ft. D., D. M. & S. 1844, bound for St. Louis.—Brown-DeField Grain Co.

St. Joseph, Mo.—The Stock Yards Co. has let contract to Frank Kaucher & Son for a 12,000-bu. re-inforced concrete storage elvtr. to cost \$7,000. The house will be used for storing grain to feed live stock in the yards.

Princeton, Mo.—We have bot the elvtr. formerly owned by the Farmers Elvtr. & Supply Co. and recently operated by the Fuller Lbr. Co., and will take possession in a few days. We will make a few changes and will remodel the house a little, but expect to have it in operation July 15.—Alley Grain Co., Mercer, Mo.

KANSAS CITY LETTER.

Chas. G. Smith will travel in Kansas and Missouri for the Kemper Grain Co.

I. Updike is traveling for the W. S. Nicholson Grain Co. in Kansas territory.

Ed Wood and H. S. Mack are the two new traveling men for Goffe & Carkener.

Geo. K. Walton of Goffe & Carkener is traveling in the east in the interest of the firm.

Leonard Ayres is traveling in Southern Kansas in the interests of the E. E. Roehen Grain Co.

J. S. Koster, formerly with the Red Star Mill & Elvtr. Co., is now sales mgr. for the Wichita Flour Mills Co.

J. C. Duncan, one of the old time traveling men, will represent the Houston Straud Grain Co. in Kansas.

F. L. Ferguson, who was associated with A. C. Davis & Co. for 7 years, has been admitted to partnership in the Root Grain Co.

At a special meeting of the board of directors a resolution was passed adopting the new Gov't grades, making them effective July 1st.

J. F. Marion will assist W. W. Simmons in the road work for Ernst-Davis Grain Co. Mr. Marion has been working in the office of the firm.

H. L. Birmingham who for the past 7 yrs. has been with the Moffatt Com'n Co. has taken charge of the B. Strong Grain Co.'s office.

The Ragan Grain Co. has moved its headquarters from McLouth, Kan. to this city. H. B. Ragan has been admitted to membership in the Board of Trade.

C. W. Lawless of the Moore-Lawless Grain Co., is enjoying a two weeks vacation at Eureka Springs, Ark. He is resting before the impending wheat storm.

The local office of the E. G. Rall Grain Co. of Fort Worth, Tex., has been closed and the Watkins Grain Co. will now look after the interests of the company at this market.

We started E. C. Kruse out with a new Ford automobile, June 18, on his way to Kansas. We now have two representatives in the country with Ford machines.—Russell Grain Co.

New wheat came with a rush, 21 cars were recorded June 22. Everybody wanted first honors. The Aylesworth Neal Tomlin Grain Co. had a car in late on June 20 but Sec. Bigelow's records show that the Croysdale Grain Co. was the first one to come under the wire with a registration of its car. This same firm holds the record for having received a car of new wheat on June 10, 1901, which is the earliest that any new wheat has ever been received in Kansas City.

ST. LOUIS LETTER.

E. J. Greve, sec'y of the John Wahl Com'n Co., has taken charge of the firm's grain dept.

The St. Louis Grain Club had a summer outing at the Bellevue Country Club on the evening of June 23.

The W. L. Green Com'n Co. bot the first car of new wheat, paying 87½ cents for 60 lb. test. The wheat originated at Charleston, Mo.

Toberman, Mackey & Co. are getting out some valuable crop information letters.

Langenberg Bros. & Co. have enlarged their quarters and now occupy the entire north end of the 5th floor of the Merchants Exchange Bldg.

The Merchants Exchange has amended its rules so that No. 2 hard wheat is deliverable on contracts the same as No. 2 red winter. The old rule only allowed the delivery on a 3c penalty. The new rule went into effect June 15.

C. E. Hastedt has succeeded Chas. Weyler as floor representative of the J. B. Taylor Grain Co., Mr. Weyler having gone on the road for the J. W. Teasdale Com's'n Co. Mr. Hastedt was formerly connected with the weighing dept. of the Merchants Exchange.

The Security Elevtr., operated by the Security Elevtr. & Warehouse Co., has been declared irregular by the Merchants Exchange and is not under the ass'n rules. The officers of the company asked for the change as most of the business carried on by them is in transfers.

MONTANA.

Roy, Mont.—J. E. Cox & Co. will build an elevtr.

Fort Benton, Mont.—The Cascade Mlg. & Elevtr. Co. will build an elevtr. here.

Buffalo, Mont.—The Farmers Elevtr. Co. closed its elevtr. June 1 but will reopen July 1.

Geraldine, Mont.—A new elevtr. will be erected by the Cascade Mlg. & Elevtr. Co. of Cascade.

Grass Range, Mont.—The elevtr. of the Farmers Elevtr. Co. has been completed and is in operation.

Huntley, Mont.—The Farmers Trading & Elevtr. Co. is being organized to deal in grain, seeds, etc.

Plentywood, Mont.—John H. Karr, mgr. of a line of farmers elevtr. companies in this vicinity, died recently.

Sumatra, Mont.—The Musselshell Valley Grain Co. is a new elevtr. company at this station and will build an elevtr.

Big Sandy, Mont.—H. Earl Clack of Havre will build a 20,000-bu. elevtr. at this station, work to be started at once.

Three Forks, Mont.—John and Thos. Gribben of Lanesboro, Minn., have bot the elevtr. of W. R. Fleming. Thos. Gribben will be mgr. after July 1.

Broadview, Mont.—The Farmers Elevtr. Co. has let contract to Napper & Persson for a 45,000-bu. elevtr. to be finished by Aug. 1, and to cost \$8,000.

Cascade, Mont.—The recently incorporated State Elevtr. Co. has established headquarters in this city and will build a number of elevtrs. in the Judith Gap Basin.

Glen Garry, Mont.—The Western Lbr. & Grain Co. has installed an automatic wagon dump and repaired its grain distributor.—E. W. Wickstrum, agt. Montana Elevtr. Co.

Barber, Mont.—The officers of the recently organized Farmers Elevtr. Co. are Henry Bartz, pres., and J. H. Baker, vice-pres. Contract has been let for a 25,000-bu. elevtr.

Roundup, Mont.—We have let contract for a new elevtr. and warehouse to Napper & Persson. The elevtr. will be 26x30 ft. and the warehouse 26x50 ft. and the house will have a capacity of 35,000 bus. Work will be started at once.—Farmers Elevtr. Co.—The company has razed its old house and expect to have the new one in operation by Aug. 1. It will be 75 ft. high and contain 11 bins.

NEBRASKA.

Hershey, Neb.—F. Eshelman will build an elevtr. and mill at this point.

Bloomfield, Neb.—A farmers elevtr. company is being organized by the farmers.

Republican City, Neb.—H. H. Zieme of Hollinger has bot the elevtr. of W. M. Clark.

Hastings, Neb.—The Farmers Grain & Supply Co. will make extensive repairs in its elevtr.

Ong, Neb.—It is rumored that the Farmers Union will buy the elevtr. of Wm. Runberg & Co.

Wahoo, Neb.—John Dolezal has bot the elevtr. and coal sheds of the Wahoo Lbr. & Grain Co.

Alda, Neb.—Wm. Dangler is now sec'y-treas. and Wm. Searsen, pres. of the Farmers Elevtr. Co.

Funk, Neb.—Wm. Bruce is repairing his elevtr. and is installing hopper scales.—Brooking Grain Co.

Brock, Neb.—Geo. Moller is now mgr. for the A. B. Wilson Grain Co. of Nebraska City, at this station.

Omaha, Neb.—W. H. Yohe has succeeded N. B. Updike as pres. and gen. mgr. for the Updike Mlg. Co.

Wausa, Neb.—J. H. Marvin & Co. are installing an automatic scale furnished by the American Supply Co.

Gurley Siding (Dalton p. o.), Neb.—The Van Wickle Grain & Elevtr. Co. of York is building a large elevtr.

Verona, Neb.—We are about to engage in the grain and coal business.—Farmers Union Co-operative Ass'n.

Abbott, Neb.—John McClellan, W. Gallup and Frank Denman have bot the local elevtr. and implement business.

Lyman sta. (Lushton p. o.), Neb.—Chris. Schneider, John Hins, and Chris Olson have let contract for an elevtr. here.

Franklin, Neb.—I am prop. of the Citizens Lbr. Co. and own the Farmers Elevtr. but it is not a farmers company.—H. C. Rice.

Crofton, Neb.—A. Everton has succeeded Jos. McEwing as mgr. for us. Mr. McEwing has gone to Scotland.—Ruden & Philson.

Ralston, Neb.—Work is progressing rapidly on the new elevtr. of the Ralston Elevtr. & Mill Co. C. E. Stikel is pres. and mgr. of the company.

Sidney, Neb.—The C. W. Hornaday Mlse. & Grain Co. has let contract to the Van Ness Constr. Co. for a 20,000-bu. elevtr. and a warehouse.

Kearney, Neb.—The Farmers Elevtr. Co. has completed its organization and will commence business July 1. S. S. Cunningham is a director.

Omaha, Neb.—The Anchor Grain Co. of Minneapolis, has opened an office in this city with Paul Larson, formerly mgr. at Sioux City, in charge.

Genoa, Neb.—H. E. Fonda & Co. are insolvent and are now in the hands of a receiver. The plant is now in operation, but will eventually be sold.

Denman (Gibbon p. o.), Neb.—The Denman Grain & Lbr. Co. incorporated; capital stock \$25,000; V. J. Johnson, H. G. Hansen and others incorporators.

Newmarket, Neb.—The Moritz Grain & Lbr. Co. of Prosser, is building an elevtr. and will equip it with gasoline engine, scales, etc., furnished by the American Supply Co.

Clay Center, Neb.—I am now mgr. of the Clay Center Grain Co. We will repair and thoroly overhaul the elevtr. recently purchased from the Updike Grain Co.—C. B. Nance.

Belden, Neb.—We had a heavy wind storm on the 11th that wrecked the foundation of our elevtr. It will be repaired immediately.—Paul Larson mgr. The Anchor Grain Co., Omaha.

Wilsonville, Neb.—The Farmers Elevtr. Co. is installing a special hopper scale made to accommodate large capacity in a small space, furnished by the York Foundry & Engine Works.

Koller Siding (Heartwell p. o.), Neb.—The Hynes Elevtr. Co. is building a 10,000-bu. elevtr. here, 5 miles east of Minden. The entire machinery equipment will be supplied by the York Foundry & Engine Works.

Wahoo, Neb.—The Farmers Co-operative Co. has been organized at this station with J. Schmidt, pres., E. Fauquet, sec'y and P. Holm, treas. The company will buy one of the local elevtrs.

Holmesville, Neb.—Our company has been recently incorporated and began business June 1. J. W. Gish is pres.; J. B. Reiff, treas., and Geo. Humble, sec'y and mgr.—Holmesville Farmers Elevtr. Co.

Wynot, Neb.—The following officers were elected at the recent annual meeting of the Farmers Grain & L. S. Co.: John Schneiders, pres.; F. W. Arens, vice-pres.; L. Lynde, sec'y and B. Becker, treas.

Adams, Neb.—The B. & M. Mlg. Plant which we recently bot was owned by the Nebraska Corn Mills Co. We will remodel it and will install a 25-h.p. Fairbanks-Morse Engine.—J. B. Zewer, mgr. Farmers Elevtr. Co.

Omaha, Neb.—Geo. Imhoff, employed by the Nebraska-Iowa Grain Co. at its terminal elevtr. at Gibson station, was struck and fatally injured by a freight engine in the yards, June 14, dying on the operating table at the hospital.

Hardy, Neb.—We bot the elevtr. of D. C. Bishop, taking possession June 15. Our officers are R. H. Hausen, pres., J. Pecht, vice-pres., G. Kleckner, treas., and W. F. Walters, sec'y.—H. F. Wright, mgr. Farmers Union Merc. Ass'n.

Trenton, Neb.—Bryce Jones may operate an elevtr. at this station instead of at Stratton, as has been reported. Mr. Jones is employed by Frank Real at McCook at present and may operate the Real Elevtr. here according to report.

NEW ENGLAND.

Providence, R. I.—The elevtr. of the Peter Lennon Co. will be sold by John H. A. Tillinghast, trustee in bankruptcy for the elevtr. company, which went into the hands of a receiver some time ago.

NEW JERSEY.

Dayton, N. J.—Forman & Dilatush, who recently engaged in the grain and feed business here, write, "We expect to ship considerable rye in car lots."

NEW YORK.

Oswego, N. Y.—Oren F. Gaylord, for many years senior member of Gaylord, Downey & Co., died June 13, at the age of 75.

New York, N. Y.—Leo H. Wistuba, representing the Armour Grain Co. at this market, has applied for membership in the Produce Exchange.

Mt. Morris, N. Y.—Ferrin Bros. Co., Inc., are increasing the capacity of their bean warehouse by installing forty "Warner" Bean Sorting Machines.—O.

Oneida, N. Y.—Adolph E. Wuppermann will have to stand trial on a charge of conspiracy and misuse of the U. S. mail, with other officials of the Oneida Mlg. Co.

Pittsford, N. Y.—Pittsford Mlg. Co. incorporated to deal in grain, etc.; capital stock, \$50,000; H. L. Perrigo, G. N. Babcock and H. E. Barnes, incorporators.

Caledonia, N. Y.—Wm. Hamilton & Son are remodeling their bean picking plant to conform with state laws and will install a new receiving separator for beans.—O.

New York, N. Y.—J. M. Jenks, pres. of Nye & Jenks Grain Co., is in charge of the New York office of the company during the absence of W. C. Mott, local mgr., in Europe.

Rome, N. Y.—Hughes & Wilkinson, incorporated to deal in feed and grain; capital stock \$80,000; incorporators and directors Chas. S. Hughes, Delos A. Lawton and Ina M. Link.

Buffalo, N. Y.—The following have been appointed as the weighing and inspection committee of the Corn Exchange for 1914: L. S. Churchill, A. B. Black, H. C. Harrison, F. E. Ogden and E. M. Husted.

Brookport, N. Y.—Wm. Daily & Son are building a large addition to their elvtr. and will install one of the latest Invincible Receiving Grain Separators. This new addition will be for wheat and barley only.—O.

Manhattan, N. Y.—The United States Farm Produce Co., Inc., incorporated; capital stock, \$100,000; C. H. Stanton, R. P. Buell and S. V. Morris, incorporators. The company will deal in grain, real estate, etc.

East Alexandria (Alexandria p. o.), N. Y.—The bean and grain elvtr. of J. W. Burk, containing 2,000 bus. of beans, burned June 12; loss, \$7,000; partially covered by insurance. The plant will probably be rebuilt.—C. O. T.

Churchville, N. Y.—F. W. Potter & Co. are breaking ground for their new mill near the West Shore R. R. This location will be a decided advantage over the old mill, as a switch to this door will save carting western grains to and from the car.—O.

Buffalo, N. Y.—The Ralston Purina Co., of St. Louis, Mo., has bot and on June 19 took possession of the grain elvtr. and ruined mill formerly operated by the Husted Milling Co. on the New York Central tracks. After settling with employees and their bereaved families for the injuries and deaths sustained in the explosion which destroyed the plant a year ago, the Husted Milling Co. sold the property to Max Nowak last spring. Mr. Nowak put the property into a consolidation with A. Nowak & Son, feed millers, as the Consolidated Milling Corporation, and had been cleaning up the site, but had done no work on rebuilding. The Ralston Purina Co. will begin immediately, additions and improvements to cost \$500,000.

NORTH DAKOTA.

Forbes, N. D.—I am now buying for the Forbes Equity Exchange.—Chas. Mack.

Leal, N. D.—The Leal Farmers Elvtr. Co. is building two additions to its elvtr.

Blanchard, N. D.—The elvtr. of the State Elvtr. Co. has been closed for the season.

Cando, N. D.—We will start to remodel our elvtr. at an early date.—Cando Flouring Mills.

Enderlin, N. D.—I am now mgr. for the Farmers Elvtr. Co. at this point.—Peter G. Miller, Pemberton, Minn.

Beach, N. D.—J. M. Still has succeeded J. A. Powers as pres. of the Golden Valley Farmers Co-operative Co.

Almont, N. D.—The C. H. Chase Lbr. Co. suffered a loss of \$100 when their elvtr. was struck by lightning, June 6.

Haynes, N. D.—The elvtr. of the John Hokanson Grain Co. was struck by lightning June 14, the loss amounting to \$100.

Buttville, N. D.—J. A. Rose was badly injured while working on the elvtr. of the Farmers Elvtr. Co. when a large stone fell on his leg.

Fryburg, N. D.—We have overhauled the elvtr. and made general repairs. Have also built an 18x26 ft. flour warehouse.—Occident Elvtr. Co.

Petersburg, N. D.—Lightning struck the elvtr. of the Farmers Elvtr. Co. recently, but the damage was slight, the loss amounting to only \$12.

Palermo, N. D.—R. A. Rasmussen, formerly mgr. for the Farmers Elvtr. Co. at York, has bot the elvtr. of the Palermo Grain Co. and is in possession.

Rhame, N. D.—The Farmers Equity Union will build an elvtr. here. The company has just been capitalized at \$12,000; John Hanson and others, incorporators.

Sentinel Butte, N. D.—C. Van Dewater, mgr. of the Farmers Elvtr. & Trading Co., has resigned and will be succeeded by Mr. Hart. Mr. Van Dewater has bot an elvtr. in South Dakota and will move to that state.

Arnegard, N. D.—The Farmers Elvtr. Co. has let contract to Honstain Bros. for a 30,000-bu., ironclad, elvtr. to be equipped with a 20 h.p. engine, 4-roll feed mill, cleaner, two stands of elvtrs and hopper bottom bins.

Gwinner, N. D.—The new Gwinner Farmers Elvtr. Co. has let contract to C. H. Benson for a 40,000-bu. elvtr. to be completed Aug. 15. The equipment includes a cleaner, automatic scale and 20-h.p. kerosene engine.

Rawson, N. D.—The Farmers Elvtr. Co. has let contract to Honstain Bros. for a 30,000-bu. elvtr., work to be started at once. Our officers are L. P. Clark, pres.; A. M. Neil, vice-pres.; A. R. Jones, sec'y-treas., and M. D. O'Neil, mgr.—Arthur E. Jones.

Grand Forks, N. D.—Every effort is being made to make the meeting of the North Dakota Ass'n of Mgrs. of Farmers Co-operative Elvtr. Companies, to be held here July 15 and 16, interesting and instructive. Nils R. Taekind, of Drayton, is the sec'y of the ass'n and is working hard.

York, N. D.—C. J. Thorenson, formerly agt. for the Winter-Truesdale-Ames Co. has bot the elvtr. of the Farmers Elvtr. Co., taking possession June 25. Clarence Car, formerly mgr. of the Imperial Elvtr. Co., will succeed him as agt. with the Winter-Truesdale-Ames Co.—O. H. Gremesgard, agt. St. Anthony & Dakota Elvtr. Co.

Foxholm, N. D.—Fire started in the cupola of the elvtr. of the Farmers Elvtr. Co., June 17, and spread to the elvtrs. of the Occident Elvtr. Co. and T. L. Simmons, all three elvtrs. being a total loss. The elvtrs. of the farmer's company and T. L. Simmons contained about 5,000 bus. of wheat each. The blaze also destroyed the depot and several other buildings, making the total loss \$30,000.

Cogswell, N. D.—The new elvtr. of the Farmers Elvtr. Co. was completed June 15. It has a capacity of 25,000 bus. in 14 bins. A feed mill annex, 16x28 ft. and an engine room and office, 16x26 ft. have also been completed. The buildings are steel clad, equipped with double stand of legs, Sidney Man-lift, Poston New Process Cleaner, Fairbanks Automatic Scale, dump scale and Fairbanks 20-h.p. combination Engine. C. H. Benson has the contract. I have accepted position as mgr.—I. W. Overton.

OHIO.

Pettisville, O.—The Pettisville Grain Co. has installed a 20-h.p. Westinghouse Motor.

Ottoville, O.—We will soon install a 25 h.p. motor in our elvtr.—Wannemacher Elvtr. Co.

Sullivan, O.—We are building a feed room with a capacity for 5 cars of feed.—Atyeo Bros.

Lime City, O.—C. L. Maddy Co.'s large cob house was demolished by a recent wind storm.

Lewistown, O.—The elvtr. of Johnson & Black, which recently failed, is locked up.—J. O. Miller.

Montpelier, O.—W. E. Riley has installed a 5-h.p. and a 2-h.p. Ft. Wayne Electric Motor.

Elida, O.—We have made some repairs on our elvtr., putting on new siding and painting it.—Elida Elvtr. Co.

Lima, O.—We are building a large 2 story warehouse in connection with our elvtr. for jobbing feeds.—Hyman & Levy.

Donnellsville sta. (New Castle p. o.), O.—I will install a cleaner in my elvtr. and make other improvements.—W. W. Morris.

Liberty Center, O.—The Liberty Center Grain & Stock Co. has erected a new office and a feed warehouse adjoining driveway.

Sherwood, O.—Johnson, Ritchie & Longworth have not been in the grain business here as has been reported.—J. Copenlander.

Abe (formerly Rangeville), O.—I am agt. for the Myers & Patty Co., J. R. Davis having gone into other business.—D. F. Hartle.

Wilmington, O.—An elvtr. is being built at this station.—Eyler & Pearce, Hillsboro.

Butler, O.—The Lexington Mfg. Co. does not operate at this station, as given in the list of the Ohio Grain Elvtr. Operators.—Aungst Bros.

West Salem, O.—C. A. Salen will continue the business of Wm. Salen & Co., under the same style. His father, W. M. Salen, died recently.

Lebanon, O.—E. W. Spreng and S. J. Aungst are the members of our firm, not A. J. Aungst and C. Spreng, as given in the list of Ohio Grain Elvtr. Operators.—Aungst Bros., Butler.

Woodland sta. (Prospect p. o.), O.—The tops of three box cars were blown into the elvtr. of R. W. Lenox recently. The damage was about \$40 which was covered by insurance.—R. W. Lenox.

Ansonia, O.—C. E. Harmony will take over the lease on the Poling Elvtr. of this place on July 1.—J. M. Pence.—John W. Huffnagle have been operating it under lease for the last 3 years.

Wooster, O.—We have been making some improvement during the past few weeks, having installed electric motive power to replace the old gas plant and concreted our cellar.—Walter Tyler, Tyler Grain Co.

Claiborne, O.—Platt H. Perry, who recently bot the elvtr. of O. P. Lenox, is elevating the building and putting in a new foundation, new sills and a cement basement. The house will also be generally overhauled.

Carroll, O.—E. L. Troup, B. S. Hempy and myself have bot the elvtr. site of J. P. Gundy, whose elvtr. burned Apr. 25. We will build a new elvtr. at once and will operate as the Carroll Elvtr. Co.—F. D. Phipps mgr.

Cleveland, O.—The Nickel Plate Elvtr. Co.'s new cribbed elvtr. will have storage room for 25,000 bus. It will be equipped with 3 legs, and a track receiving sink, and will also be equipped to grind feed.—J. E. Heniken.

New Carlisle, O.—We have just purchased the grain elvtr. of Mr. Peffley, our only competitor, and will combine his plant with ours, using his elvtr. mostly as a feed mill. Mr. Peffley will give possession on July 1.—Chester Mercer, C. Mercer & Son.

Glendon, O.—W. D. Rapp & Son of Sabina are building an 8,000-bu. studded elvtr. on the B. & O. They will install a 40-h.p. gasoline engine, Smith Sheller and Boot combined, Cornwall Cleaner, 2 legs, 2 dumps and 400-bu. Fairbanks Hopper Scales. A manlift will be added later.

Bascom, O.—We built an elvtr. at this station and are doing a very good business. The elvtr. has a capacity of 20,000 bus. and is equipped with a Fairbanks Scale, Great Western Sheller, and 25-h.p. steam engine. Our company is capitalized at \$15,000.—R. H. Park, mgr. Bascom Elvtr. & Sply. Co.

Haviland, O.—Two scoopers have been overbidding one another here for some time, fighting like cats and dogs, and one of them is receiving market information from a commission firm. The only firm regularly established in the grain business here, having facilities and conducting the business continuously, is the Haviland Grain & Hay Co.

Washington C. H., O.—S. W. Cissna & Son have been notified by the Baltimore & Ohio Railroad Co. to move their elvtr. off the company's ground, which they have held under lease. The railroad wishes to clear the site for improvement. Cissna & Son have announced their purpose of fighting the matter in the courts, claiming that they have a legal right to the use of the ground.—J.

Old Fort, O.—The recently organized Farmers Elvtr. Co. had a tender of a good elvtr. here at much below its cost, but preferred to erect a modern plant according to their own ideas. The spur, the site, the grading, the building and the machinery will cost in the neighborhood of \$15,000. The interest, taxes, depreciation and cost of operation must be earned first, before a profit account is started.

Massillon, O.—J. F. Myers, Jr., not J. H. Myers, Jr., as given in the list of Ohio Grain Elevator Operators, is mgr. for the West Side Mlg. Co.

Dayton, O.—Investigations have been started by the fire marshal to determine if possible the cause of the blaze in the plant of the Gebhart Mlg. Co. June 5, as all indications point to incendiaryism. The fire started evidently at the head of the stairway on the second floor in a stack of burlap bags. More than 6,000 bus. of wheat were ruined by smoke and water and the total loss will probably reach \$20,000.

Greenville, O.—A meeting was held at Marion, O., June 25, at which the organization of grain men of three or four counties adjoining Marion was effected. The action was fathered by H. W. Fish of Marion. It is expected that the new ass'n will affiliate with the Northwestern Ohio Grain Dealers, Producers & Shippers at an early date.—H. P. McDonald, sec'y Northwestern Ohio Grain Dealers, Producers & Shippers Ass'n.

Columbus, O.—John De Wine, of Yellow Springs, O., has purchased four acres of ground near the junction of the Big Four and Pennsylvania railways, West Columbus, upon which he will erect a \$50,000 grain and feed elvtr. A well-known manufacturer of poultry feed and by-products. Mr. De Wine has for a number of years been located at Yellow Springs. He has disposed of his interests there and will push his line in Columbus on a more extensive scale. Better shipping facilities and a larger local market induced the change. Work will be started on the new plant at once. When finished it will employ 25 people to start with.—J.

CINCINNATI LETTER.

The Trent Mlg. Co. has decided to discontinue its grain business.

Fred J. Dorsel has applied for membership in the Chamber of Commerce.

The Union Hay & Grain Co. will build a \$4,000 elvtr. at 6th St. and Mill Creek.

Members of the Hay & Grain Exchange will join the Chamber of Commerce members in making a comprehensive study of the freight terminal system at this market, including the details of the handling of freight consigned to Cincinnati. Grain men will no doubt learn the causes leading up to delays in the delivery of consignments and the congestion existing in the yards.

At the conclusion of the case of Fred S. Whitehead, as administrator of the estate of Charles S. Sibbald, against the Chamber of Commerce for \$10,000 damages for Sibbald's death when the Chamber of Commerce building was burned in January, 1911, Judge Geoghegan instructed the jury to return a verdict for the defendant Charles S. Sibbald was connected with the Early & Daniel Co.

The boosting of the inspection fees on grain at this market to 50c per car, has called forth considerable opposition on the part of the grain dealers of the Grain & Hay Exchange. The directors of the Chamber of Commerce have also raised the inspection fee on millstuffs per car load of not to exceed 400 sacks to 50c. The former charge on grain was 40c for inbound and 25c for outbound inspection and the new rule which is scheduled to become effective July 1 will make all inspection, in or out, 50c. It is understood that the matter will be taken up again later on.

We are indebted to Supt. Wm. Culkins for a copy of the 65th annual report of the Chamber of Commerce and Merchants Exchange. The report is complete in every way and is handsomely illustrated with pictures of the exchange, offices of executives and depts., lounging room, library, etc. The usual list of officers, both for 1914 and since the organization was formed, is given with lists of com'ites, members, etc. Statistics covering receipts and shipment of grain, a grain trade review, range of prices, etc., are of interest and value to the reader. The rules, regulations and by-laws of the exchange are also given in full.

The Gale Bros. Co. has gone fishing. The elvtr. of the company will be closed for a time to allow for extensive repairs and members of the firm will take a vacation in the meantime.

The "Inspectors," headed by Ed. Dennis, played a tie game of baseball with the "Hayseeds," recruited from the ranks of the grain dealers by Pliny Gale, the score standing 3 to 3, when darkness ended the contest.

TOLEDO LETTER.

The Young Grain Co. has been admitted to membership in the Produce Exchange.

The Northwestern Ohio Grain Dealers, Producers & Shippers Ass'n, will hold its "before harvest" meeting June 26, at the Boody House in this city.—H. P. McDonald, sec'y, Greenville.

The Produce Exchange has adopted the government corn grades, effective July 1. Contract grade will be No. 3 yellow as at present, but will correspond to the government grade. No. 3 white corn will also be delivered at contract price. Mixed corn will not be delivered on contracts. No. 1 white and yellow, No. 2 white and yellow will be applied at $\frac{1}{8}$ c premium. No. 4 white and yellow can be applied at $2\frac{1}{2}$ c discount during November, December, January and February.

OKLAHOMA.

Helena, Okla.—We have succeeded G. E. Davis.—Davis & Walker.

Cheyenne, Okla.—Work has been started on an elvtr. at this point.

Afton, Okla.—The Lipscomb Seed & Grain Co. is overhauling its elvtr. here.

Lone Wolf, Okla.—J. M. Higgins will buy grain at this station this season.

Humphrey, Okla.—I am now with the Black Grain Co.—Thos. Laughlin.

Calumet, Okla.—The Oklahoma Grain Co. is remodeling its elvtr. at this station.

Beaver, Okla.—Western capitalists are building a 25,000-bu. elvtr. at this point.

Ringwood, Okla.—Craig & Co. have engaged in the grain business at this point.

Hopeton, Okla.—Ben Douglas has resigned as mgr. of the Farmers Elvtr. Co.

Wagoner, Okla.—We have built a new elvtr. and operate by electricity.—V. Lamb.

Byron, Okla.—I am agt. for the Kansas Flour Mills Co. at this station.—Percy Reed.

Ketchum, Okla.—The elvtr. of the Schoemer Elvtr. Co. has been leased to Elam Gregory.

Hydro, Okla.—Abe Richerts has succeeded C. T. Willis as mgr. of the Farmers Elvtr. Co.

Mountain View, Okla.—We have succeeded the J. W. Graves Co.—Mountain View Grain Co.

Strong City, Okla.—Ground has been broken and work started on the new elvtr. of Maney Bros.

Hinton, Okla.—The stockholders of the Farmers Gin & Elvtr. Co. have voted to dispose of the elvtr. and gin.

Garber, Okla.—We have installed a Richardson Automatic Scale and a 15-h.p. engine in our elvtr.—Thorp Bros.

Grandfield, Okla.—I am agt. for the Wichita Mill & Elvtr. Co., Wichita Falls, Tex., at this station.—J. T. Shelton.

Ada, Okla.—We are installing a 150-h.p. oil engine in the plant of the Ada Mlg. Co. which belongs to us.—Shawnee Mlg. Co., Shawnee.

Hollis, Okla.—The Tillman Grain Co. has broken ground for the erection of a 10,000-bu. elvtr. The new house will be operated by gasoline power.

Noel, Okla.—The Alva Roller Mill Co. has let the contract for the erection of a 16,000-bu. capacity elvtr. to the P. H. Pelkey Constr. Co.

Pond Creek, Okla.—Pond Creek Elvtr. Co., incorporated; capital stock \$4,500; incorporators, J. W. Wharton, G. W. Holcomb and J. H. Moore.

Davidson, Okla.—Our new elvtr. has a capacity of 50,000 bu. and is now in operation.—Robey & Donohoo.

Sayre, Okla.—The elvtr. and mill of the Sayre Mill & Elvtr. Co., owned by W. G. Phillips, burned at 3 a. m., June 12; loss \$30,000; insurance \$11,500.

Lawton, Okla.—We have improved our elvtr., spending about \$600. J. J. Brown and B. Robey are the props. of our company.—Brown-Robey Grain Co.

Altus, Okla.—We are not operating an elvtr. at this station. We are doing a car business and have men buying for us on com's'n.—Southwest Grain Co.

Chelsea, Okla.—We now operate the elvtr. at this point and have a capacity of 15,000 bus. The elvtr. is on the St. L. & S. F. R. R.—Stewart & Goodman.

Mountain View, Okla.—I. W. Gray of Edmond has bot a half interest in the firm of J. H. Hollister and will operate as Hollister & Gray.—D. E. McBride.

Enid, Okla.—The Neola Elvtr. Co. of Kansas City, Mo., has opened an office in this city with E. F. Shinn in charge. Special attention will be paid to grain for export.

Roosevelt, Okla.—J. K. Copeland of Frederick, and myself, will operate the Alexander Elvtr. here. All other grain dealers at this point are scoopers.—Wm. Truitt.

Pocassett, Okla.—The elvtr. of Minter & Dunlop burned at 11 p. m., June 16, and is a total loss. The owner will suffer heavily. A new mill and elvtr. will be built this fall.—Ford.

Elk City, Okla.—John F. and Frank Kroutil of the Yukon Mill & Elvtr. Co. have bot the plant of the Elk City Mlg. Co. and will operate it in connection with their plant at Yukon.

Ponca City, Okla.—Jesse Vandenburg, for a number of years in charge of the Blackwell Mill & Elvtr. Co., has resigned and will be connected with Langenberg Bros. & Co. at Oklahoma City.

Cordell, Okla.—M. F. Gibbons has not been in the grain business here for the last 5 years; never heard of him. The report that he has leased an elvtr. here must be in error.—S. A.

Tyrone, Okla.—Please discontinue my ad in the "want ad" column, as it secured me a position with the Tyrone Equity Exchange.—E. P. Lowe, formerly agt. Lynds Mill & Elvtr. Co., Highland, Kan.

Eagle City, Okla.—The Farmers Product & Supply Co. is scoopshoveling at this market. The only regular dealers here are the Thomas Mlg. Co. and our company.—R. S. Nelson, Chalfant Nelson Grain Co.

Erick, Okla.—The elvtr. of the Goode Grain Co. is closed and the company is not in operation now. The First State Bank of this city now owns the elvtr.—J. A. Richardson, agt. Canadian Mill & Elvtr. Co.

Mounds, Okla.—The elvtr. of the Oswego Seed & Grain Co. is being overhauled and new machinery, including a sheller and boot, is being installed. It will be opened for business in a few days under the management of R. L. Barton.

Kingfisher, Okla.—Press Wible has succeeded me as agt. for the El Reno Mill & Elvtr. Co. I have bot the elvtr. known as the Alfalfa Mill or the Worl Elvtr., on the R. I. R. R.—A. R. Lankard has succeeded The Burrus Mill & Elvtr. Co. here.—M. E. Pennington.

Durant, Okla.—On June 1 we sold our plant at this station to the Shawnee Mlg. Co. of Shawnee who will operate as the Duant Mlg. Co. We will still operate the plant at Boynton. The new company will increase the capacity of the plant.—D. Head & Son.

Oklahoma City, Okla.—The P. J. Mullin Grain Co. incorporated; capital stock \$5,000. Mr. Mullin was formerly wheat buyer for the Kansas Flour Mills Co. and will manage the company. The incorporators are T. D. Hoffman, Wichita; J. L. Ford, Shawnee, and R. H. Drennan.

Glencoe, Okla.—The only elvtr. here is owned by the Stillwater Mill & Elvtr. Co. of Stillwater and it has not been in operation for the last 3 years.—Shippman & Son operate a feed mill and ship grain.—C. F. Baggett & Co. have never been in business here.—S. A.

New members recently admitted to the Oklahoma Grain Dealers Ass'n are: S. G. Ambrister, Norman; D. W. Drennan, Thomas; F. M. Laughlin, Calumet; Frank Loeser, Amorita; Luschen Gr. & Coal Co., Piedmont; Midland Gr. Co., Haskell; Reeding Gr. Co., Reeding; C. Simpson, Manitou; McCafferty & Thorp, Enid; K. H. Clark, Blair; Custer Mlg. Co., Custer; G. E. Harris, Moorewood; Farmers Elvtr. Co., Pocasset; Mountain View Gr. Co., Mountain View; Minco Mill & Gr. Co., Minco; The Thomas Mlg. Co., Thomas; J. W. Wheeler, Thomas; The Blackwell Gr. Co., Blackwell; Pond Creek Elv. Co., Pond Creek; McManan Grain Co., Leedy; Morrison Bros., Jefferson; Farmers Coal, Grain & Elev. Co., Woodward; A. M. Brandt & Son, Rosston; J. M. Ciddings & Co., Stocker; P. J. Mullin Gr. Co., Oklahoma City; A. M. Richart, Hydro; Fairview Mlg. Co., Fairview; and Oklahoma Mill Co. Kingfisher.—C. F. Prouty, sec'y.

OREGON.

Portland, Ore.—C. E. Curry, formerly with our company, is now in business at this point, operating as C. E. Curry & Co. His offices are in the Concord Bldg.—Albers Mlg. Co.

Portland, Ore.—M. H. Houser, the grain man, suffered a further loss of \$15,000, when fire swept the docks, June 4. It is claimed that the blaze originated from the debris of Columbia Dock No. 2, which is alleged to have been smoldering since the big fire of Mar. 12. The last fire spread to adjoining property and caused a total loss of \$400,000. Mr. Houser's loss is covered by insurance.

PENNSYLVANIA.

Doylestown, Pa.—E. F. Shelly, eastern mgr. for the Western Grain & Com's'n Co., has moved away from here and left no address.

Pittsburgh, Pa.—The Mahood Hay & Grain Co. has gone out of existence and Wm. Mahood is now associated with R. D. Elwood & Co.

Pittsburgh, Pa.—The following officers were elected June 11, by the new Board of Managers of the Grain & Hay Exchange: Wm. R. Gordan, pres.; Chas. Kellner, vice-pres.; John Floyd, sec'y, and Geo. C. Jaegers, treas. Sam'l Walton was elected trustee to succeed Ren Martin who resigned.

PHILADELPHIA LETTER.

Harvey Barlow has applied for membership in the Commercial Exchange.

The new floating elvtr. of the Lehigh Valley Ry. Co. is nearing completion and will soon be put into commission.

A conference was held on June 12 between the directors of the Commercial Exchange and Robert C. Wright, freight traffic mgr. of the Penna. Ry. Co., and Robert L. Russell, gen. frt. agt. of P. & R. Ry., on the proposed equalization of grain export charges at all North Atlantic seaports. L. G. Graff, pres. of the Exchange, announced after the meeting that some concessions were granted by the railroads and that, in his opinion, whatever handicap the grain trade now suffers from existing rates at the new Girard Point elvtr. would soon be lifted. He said: "The railroads are anxious to afford Philadelphia equal advantages with New York and other competing ports, and in a very short time this will be brought about. All we ask is that Philadelphia shippers be treated the same as New York shippers. We seek no special favors and the railroads seem convinced that our grievance is well founded."

The big elvtr. of the Penna. Co. at Girard point was threatened by fire, June 16, when a pile of rubbish near the building burst into flame.

J. D. Walls, formerly with Young & Co., has engaged in the grain and flour business at this market with offices in the Bourse Bldg. He will operate as J. D. Walls & Co., and has made application for membership in the Commercial Exchange.

SOUTH DAKOTA.

Vilas, S. D.—E. C. Guy, formerly in the grain business here, has moved away.

Manchester, S. D.—Gus Hartveit has resigned as mgr. for the Atlas Elvtr. Co.

Oldham, S. D.—The Farmers Elvtr. was struck by lightning June 10. Small damage.

Bradley, S. D.—John Haugen has resigned as mgr. for the Farmers Elvtr. Co.

Roswell, S. D.—The Farmers Elvtr. Co. has been reorganized with A. K. Erwin as pres.

Ipswich, S. D.—I am now sole proprietor of the elvtr. of Moritz & Carrington.—A. J. Moritz.

Colton, S. D.—The Farmers Elvtr. Co. has been reorganized with A. E. Willard as pres.

Winfred, S. D.—Lightning struck the elvtr. of T. A. Johnson & Son, June 4; loss \$100.

Dempster, S. D.—R. W. Moore has succeeded Mr. Meise as sec'y of the Dempster Grain Co.

Lebanon, S. D.—The elvtr. of the Eagle Roller Mills was struck by lightning, June 14; loss \$100.

Sioux Falls, S. D.—The elvtr. of the Northwestern Elvtr. Co. has been closed for the season.

Sisseton, S. D.—The Farmers Elvtr. Co. will move its elvtr. 200 ft. and put it on a new foundation.

Strandburg, S. D.—The Pacific Elvtr. Co. has painted its plant and made general repairs.—Farmers Grain & Lbr. Co.

Marion, S. D.—The Farmers Elvtr. Co. has let contract to the Younglove Constr. Co. for its new elvtr. of 30,000 bus. capacity.

Troy, S. D.—Raymond Johnson has succeeded T. R. Stevens as agt for the Gt. Western Grain Co.—E. M. Stanwood, agt. Pacific Elvtr. Co.

Bloomington sta (Geddes p. o.), S. D.—L. J. Button, pres. of the L. J. Button Elvtr. Co. of Sheldon, Ia., contemplates the erection of an elvtr at this station.

Florence, S. D.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: T. Hagen, pres.; C. Brunstad, vice-pres., O. Thunoll, sec'y., and R. D. Holse, treas.

Harrisburg, S. D.—Henry Ellens has resigned as mgr. of the Farmers Elvtr. Co. and has been succeeded by Con. M. McMahon who has been mgr. for the Hunting Elvtr. Co. for the last 10 years. The elvtr will be repaired and reopened July 1.

Pierre, S. D.—The records of the State Railway Dept. show that 1,107 grain elvtrs have taken out licenses in the state this year, of which 731 are bonded for grain storage, the total of their bonds amounting to \$4,300,000.

Chancellor, S. D.—Our elvtr containing 6,000 bus. of grain burned May 31 and we will not rebuild. The house and grain were insured.—The elvtr. of Geo. Raker also burned. It contained 15,000 bus. of grain and was not insured. There is little salvage.—A. H. Betts.

De Smet, S. D.—Our new elvtr., built to replace the house burned June 3, will have a capacity of 40,000 bus. and will be equipped with two legs, Monitor Cleaner and 20 h.p. kerosene engine. It will contain 12 bins and will be ironclad.—Farmers Co-operative Ass'n., F. W. Wright, mgr.

SOUTHEAST.

Norfolk, Va.—A. B. Broughton, sec'y of Reid's Sons, died recently.

Danville, Va.—The large corn plant of the Douthat-Riddle Co. burned to the ground June 13.

Savannah, Ga.—The grain dealers at this market will ask the city council to change the ordinance covering the inspection of grain and the office of official inspector, according to the latest reports.

Macon, Ga.—I have succeeded W. G. Solomon & McRae, Mr. Solomon having retired. There are no elvtrs being constructed in this section, but if the farmers continue to raise grain as they have in the last two seasons, I believe there will be a number of elvtrs constructed all over Georgia. There has been less corn, oats and hay sold in Georgia since January 1st than there has been in 25 years. Georgia raised a fine crop of corn and oats last season, and a big crop of hay.—D. L. McRae.

TENNESSEE.

Obion, Tenn.—Wm. Fox, pres. of the Obion Mill & Elvtr. Co., died recently at the age of 57. Robert Fox, his brother, will assume the management of the company.

NASHVILLE LETTER.

Nashville, Tenn.—The Grain Exchange has adopted the new government corn grades effective July 1.

It is rumored again that the decision in the now famous rate case will be given in a few days and grain men are impatient for the result.

Oscar F. Noel, who built the first elvtr. in this city 50 years ago, died June 10 at the age of 93. Mr. Noel founded the Cumberland Flour Mills Co., but has not been connected with it for a number of years.

Sam'l W. Kelly, regarded as one of the most competent judges of wheat in the country, died June 9 at the age of 56. As a young man he was in charge of the elvtr. of the American Mills Co. which was later taken over by the Liberty Mills Co. of which his brother is now pres.

TEXAS.

Waxahachie, Tex.—Shives & Keys are building a 50,000-bu. elvtr. at this point.

Chillicothe, Tex.—A. W. Farris of Ponca, City, has succeeded G. G. Kemp with the Orient Mlg. Co.—G. G. Kemp Grain Co.

Childress, Tex.—The Wichita Mill & Elvtr. Co. of Wichita Falls will build an 8,000-bu. elvtr. at this station at a cost of \$4,000.

Truscott, Tex.—The new 10,000-bu. elvtr. erected for the Truscott Elvtr. Co. by the P. H. Pelkey Constr. Co. has just been completed.

Edinburg, Tex.—The Commercial Club is negotiating for the installation of a corn sheller. I expect to buy corn here this year.—W. R. Montgomery.

Fort Worth, Tex.—Elbert G. Rall who recently bot the elvtr. of the Empire Grain & Elvtr. Co., will build 2 concrete storage tanks and increase the capacity to 300,000 bus.

Lufkin, Tex.—I am not in the grain business at this point as has been reported. The Bonner Grain Co. and the East Texas Grain Co. are out of business here.—Jim Singleton.

Denton, Tex.—New officers of the Denton Mlg. Co. are G. H. Blewett, pres.; R. W. Blewett, vice-pres., and L. L. Fry, sec'y.—The Alliance Mlg. Co. recently elected J. N. Rayzor, pres. and gen. mgr.; Wm. Ganzer and P. C. Withers, vice-pres.; J. C. Parr, sec'y, and A. C. Rayzor, ass't mgr.

Fort Worth, Tex.—A com'te of three to investigate conditions with regard to establishing a system of joint scale inspection between the Texas Grain Dealers Ass'n and the railroads has been appointed to look into the matter and make a report to the Ass'n at the August meeting.

Grain Carriers

McKinney, Tex.—The Collins County Mill & Elevtr. Co. has let contract for its new plant and as soon as it is completed will wreck the plant it is now operating. The contract calls for the completion of the buildings by Nov. 1. This county is the banner corn producing county of the state.

Sherman, Tex.—The Chapman Mfg. Co. has completed the addition to its plant and has installed new machinery in its mill and elevtr.—The plants of the Diamond Mill Co. and the Gladney Mfg. Co. have been thoroughly overhauled and are ready for the new crop.—A large concrete warehouse is being built by the G. B. R. Smith Mfg. Co.

Galveston, Tex.—R. T. Miles, formerly in the grain business on his own account at Fisher, Ill., and for the past year with the Illinois State Grain Inspection Dept., has succeeded H. A. Wickstrom as chief grain inspector for the Board of Trade. Mr. Miles is thoroughly versed in the grain business and is sure to give satisfaction in his new work.

UTAH.

Salt Lake City, Utah.—Suit has been filed in the District Court by two stockholders of the Utah-Idaho Elevtr. Co. against that company, the Farmers Grain & Mfg. Co. of Utah and several others, charging that the defendants and others under the control of J. K. Mullen of Denver were conspiring illegally to control the price of wheat and other grains. They asked for an injunction. Grain control in California, Colorado, Utah, Wyoming, Montana, Idaho, Nebraska and Kansas is alleged.

WASHINGTON.

Marcellus, Wash.—The Farmers Elevtr. Co. has bot the plant of the Fisher Mfg. Co., paying \$7,000.

Farmington, Wash.—F. C. Moore is mgr. for the company now leasing the warehouses of the Kerr-Gifford Grain Co. at this point.

Winona, Wash.—Fire caused a loss of thousands of dollars in the city recently. Among the losers are the Superior Mfg. Co., loss \$10,000, partially covered by insurance; Farmers Elevtr. Co., \$8,500; insurance, \$8,000; Pacific Coast Elevtr. Co., loss \$4,500, insured, and W. C. Mansfield, wheat dealer, \$5,000, insured.

WISCONSIN.

Manitowoc, Wis.—The Western Elevtr. Co. has let contract for new docking at its elevtr.

Prescott, Wis.—We sold our elevtr to the Equity Exchange and will give possession on July 1.—M. T. Dill Grain Co.

Waukesha, Wis.—Frank B. Hoag has bot the grain interests of the Ward-Knowlton Grain Co. and will operate both elevtrs.

Madison, Wis.—United States Flour Mfg. Co., incorporated; capital stock, \$25,000,000.—Standard Mfg. Co., incorporated; capital stock \$11,500,000.

Fairwater, Wis.—The elevtr. of Chas. W. Kuehn was struck by lightning and burned at 11:30 p. m., June 6; loss \$4,000; fully covered by insurance.

Cedarburg, Wis.—Wm. P. Jochem, a member of the Milwaukee Chamber of Commerce, and a grain and coal dealer at this point, died recently.

Superior, Wis.—Work has been started on a new roof for the Gt. Northern Elevtr. "X" which was damaged in a recent wind storm. The repairs will cost \$6,500.

Grand Rapids, Wis.—Work on the exterior of the new elevtr of McKercher & Rossier has been completed and the machinery will be installed in a few days.

Green Bay, Wis.—James H. Elmore, a pioneer grain dealer of the state, died June 1 at the age of 71. Mr. Elmore entered the grain business in 1862 and in 1877 moved to Milwaukee, where he also engaged in the grain business. Later he returned to Green Bay.

Fall Creek, Wis.—Wm. Niebuhr & Son are reported to be considering the erection of a 15,000-bu. concrete elevtr. to be equipped with the most up-to-date machinery.

Superior, Wis.—The damaged wheat in the "Belt Line Elevtr. M." was cleaned up about 10 days ago and will be exported to Germany. The Barnett & Record Co., as soon as part of the site had been cleared, started construction of the new elevtr while the remainder of the salvage was being removed. The grain was expeditiously handled by C. E. Metzler for the underwriters, dried in two local driers and is now in store. The grain was greatly damaged by reason of the small size of the bins, allowing burning around the edges.

MILWAUKEE LETTER.

H. J. Hilbert, a member of the Chamber of Commerce since 1876, died recently.

W. A. Pittenger has been admitted to membership in the Chamber of Commerce.

The Chamber of Commerce has adopted the new government corn grades, effective July 1.

Edward P. Bacon, pres. of the E. P. Bacon & Co., recently celebrated his 80th birthday. Members of the exchange remembered him bountifully with flowers and testimonials.

The Cargill Elevtr. Co. will move its Green Bay office to this city. Chas. Quakenbusch, who has been mgr. for the company at Green Bay, will probably go into business on his own account.

S. W. Tallmadge, a member of the Chamber of Commerce since 1863, has been seriously ill for the last two months. Abe Sallsbury, a member since 1876, and for a number of years deputy inspector, is also ill.

The Chamber of Commerce has declared its opposition to further anti-trust legislation, including legislation to forbid discrimination in the price of commodities; against compelling persons in control of mines to sell products to all responsible applicants; against legislation designed to prevent one buyer from handling products of several competing houses; that private damage suits shall use trust evidence as pertinent; prohibiting interlocking directorates of banks, industrials and railroads under certain conditions; prohibit corporate ownership of shares of competing companies. The Chamber is against regulation of capital of interstate business corporations. Members of the special com'te, having the matter in charge, contend that the Sherman law, as it exists today, supplemented by a long series of decisions by the supreme court, is adequate to prevent abuse.

WYOMING

Sheridan, Wyo.—The J. W. Denio Mfg. Co. will build storage tanks of 100,000 bus. capacity.

APPROXIMATELY 1,000 men are being sent to the harvest fields of Kansas daily for the early harvest rush. It is estimated that 100 are applying in person and 200 others by mail for work each day, yet good wages prevail and new demands for help are coming in as the fields ripen in the different localities. At Cherryvale, Kan., a crowd of workmen bound for the fields, overpowered a train crew and rode to its destination free.

A GOVERNMENT contract for 130,000 bus. of oats to be delivered to the United States depot quartermaster at Galveston and Texas City during July, August and September, was awarded to the Wisrodt Grain Co., Galveston, Texas, June 6. The contract is one of the largest of the season.

Taking into consideration the scarcity of corn and the unfavorable news from the surplus producing oats sections, it looks as if September oats would sell at considerably higher prices.—Finley Barrel & Co.

FOUR THOUSAND grain doors have been contracted for by the M. K. & T. Ry. The doors will be delivered in 90 days.

THE TOTAL CAR SURPLUS on June 15 as reported by the American Railway Ass'n was 232,334. This is a decrease of 9,468 cars from the total of May 31.

GRAIN will be routed thru the Erie canal from lake ports to New York within a short time if a proposed steamship merger to be known as the Gulf and Lake Navigation Co. is consummated.

IDLE BOX CARS are being stored in the Southwest by all the railroads operating in that territory in preparation for the season's grain movement. The idle-car surplus is reported as being large.

CONTROL OF WATER CARRIERS in the same manner as rail carriers are controlled by the Interstate Commerce Commission is the purpose of a bill recently introduced by Representative J. W. Alexander, chairman of the Com'te on Merchant Marine. Rates would be regulated and all shippers given equal facilities.

CLAIMING THAT RATES to Colorado points are discriminatory in favor of Omaha, the Lexington Mill & Elevator Co., The Kearney Flour Mills, Kearney, Neb., and the Gibbon Roller Mills, Gibbon, Neb., have made a complaint before the Interstate Commerce Commission asking that rates at least 10c less be established for their stations.

CAR SURPLUS on June 1 was 242,572 cars, compared with 60,291 cars on May 31, 1913, according to the statement of the American Railway Association. The shortages are merely nominal there being only 770 cars. On May 31, 1913, there were 9,383 cars in the shortage report. The car surplus is the largest since 1909.

THE INCEMORE, a Liverpool grain steamer bound from a Black Sea port to Antwerp, collided with the Kaiser Wilhelm II in a dense fog in the English Channel June 17. The Kaiser Wilhelm had about 1000 passengers aboard and had just left Southampton. She was badly injured. The Ince more suffered only slightly.

THE RATE ON BARLEY from Minnesota malted in transit at Milwaukee for St. Louis as opposed to the present arrangement at Manitowoc was investigated at a hearing in Milwaukee June 16. The hearing has resulted from a complaint filed by the Chamber of Commerce against the Soo Line. George A. Schroeder testified for the Chamber and E. G. Clark for the railroad.

TARIFFS RESTORING terminal allowances to the industrial lines with which it connects have recently been filed with the Ohio Public Utilities commission and the Interstate Commerce Commission by the W. & L. E. Ry. The tariff relative to the intrastate traffic has already gone into effect but the interstate tariff will be delayed until thirty days after serving. The W. & L. E. Ry. is the first road to comply with the decision of the United States Supreme Court in the tap line case.

BAD ORDER box cars along the entire Iron Mountain system are being brought to the different railroad shops for repairs or rebuilding in order that an adequate supply of rolling stock may be had for the movement of the grain harvest. Spe-

cial grain doors are being built to minimize the risk of grain leaking from the cars. The output from the different shops is sent to the Kansas division of the road as soon as ready.

RATES ON CERTAIN CLASSES of freight for stations on the Michigan and Illinois canal will be affected by the inauguration of a regular service of seven 200-ton capacity barges by the Chicago, St. Louis & Gulf Transportation Co. The barges will ply between Chicago and La Salle; and, according to the canal commission, will handle freight at 19c per hundred pounds, against \$1.20 by the railroads in the same territory. The traffic of the canal promises to be heavy this summer. Already salt barges and small motor boats are using this course between the lake and Illinois river. The commission is trying to rehabilitate the commerce of the waterway by means of an aggressive campaign.

RAILROADS running from Chicago to the Ohio River have eliminated grain screenings from the grain products list and have added it to the commodities taking grain rates. This change in applications involves a reduction of 1 per cent per 100 pounds. However, under this change the minimum weight basis on grain screenings will be the same as provided for the particular grain from which the screenings are derived, as against the former minimum weight of 35,000 pounds on all grain screenings. The change is similar to that made last year on grain screenings to all eastern points north of the Ohio River.—E. B. Boyd, mgr., Transportation Department Chicago Board of Trade.

GRAIN SHIPMENTS to New Orleans are expected to be doubled this season because of the deal between the Missouri Pacific-Iron Mountain and Texas & Pacific Rys., whereby the former will get possession of an entrance into the city. Last season shipments were 6,000,000 bus. The deal which has not been officially announced was consummated June 8. It has been under consideration for some time by the Iron Mountain interests and was probably put thru at this time because of the opening of the Panama Canal. The railroad officials expect a large increase of business at the New Orleans port upon the opening of the canal and want to operate over their own tracks.

REBATING by the Pennsylvania Railroad Co. in favor of the Keystone Elevator & Warehouse Co., of which Harvey C. Miller is pres., and John F. McLaughlin is superintendent, is the charge brought against them by the government under the Elkins Act. The defendants were tried before Judge Dickinson in the United States District court in Philadelphia, June 8 on two indictments which were consolidated by the government counsel in conducting their case. The prosecution charged that the elevator company which is owned by the railroad company had been guilty of making under the direction of Mr. McLaughlin false reports as to weights in order to get refunds and that the railroad had granted these. The evidence in the case is voluminous, there being 70 counts in one indictment and 80 in the other, each count relating to a particular car load of grain. The defendants in the case together with J. Elsie Miller, Morris F. Miller and Thomas F. Sloan were indicted on four charges last November by the grand jury for rebating. The government alleges that a conspiracy existed which gave L. F. Miller & Sons an unlawful advantage over other

shippers. All of the allegations were denied by the defendants.

THE ILLINOIS CENTRAL has increased its recent order for steel box cars to 5,000.

A FORECAST of the rate increase decision by the Hearst News Bureau is: Advances will be sanctioned on Class rates in C. F. A. territory. No advance in commodity rates in C. F. A. territory. No advance in rates in Trunk Line territory. Commission will point out to the carriers in Trunk Line territory how they may conserve their revenues by discontinuing certain practices which now prevail. Pending the outcome of efforts by the carriers in Trunk Line territory to increase their revenues the Commission will hold open the question of advance in rates for final disposition. No advance in lake and rail rates will be sanctioned.

RIGHT of the Interstate Commerce Commission to fix rates by a zone system was upheld by the Supreme Court of the United States June 22 in the Intermountain rate case. For many years rates from the eastern part of the United States to points such as Denver, Colo., were equal to the rate from the eastern point of origin to the Pacific Coast, plus the local rate from the Pacific Coast to Denver, altho the shipment never was carried between the coast and Denver. To give the Rocky Mountain country a measure of justice the Commission established a system of zone rates for the first time, and now this method of making rates has been upheld, and will have far reaching effect. The decision reverses the defunct Commerce Court.

A CAR SHORTAGE during the movement of the grain crop is feared within the next sixty days despite the report by the American Railway Ass'n for June 1 which showed the largest surplus of box cars for the past several years. Estimates of the grain to be moved are placed at 900,000,000 bus., which will require approximately 1,000,000 cars. Tho the burden of the movement falls on the western roads cars will be drawn from all parts of the country. The total number of freight cars on the 259 railroads in the United States was 1,847,682 cars on May 15. About 50 per cent of this number can be used in handling grain. However, railroad men estimate that there are about 500,000 cars in the country that have not been reported. The shortage is being guarded against by the railroads as much as possible according to reports from the Kansas territory. Orders have already been issued to use box cars for no other purpose than the hauling of grain direct to market after movement begins. It is expected that the grain handling will be taken care of in a systematic manner and that a car scarcity which is feared in the Wichita section in about two weeks will not occur. The roads have been exerting every possible effort to get the cars repaired ready for the rush. In every case crews of workmen at the various shops have been increased to the capacity and orders have been sent out to the different points for all cars to be inspected. Grain dealers and managers of elevators have been asked by the officials of the roads to hasten unloading as much as possible after the cars have arrived at their destination. Officials are confident that a shortage will not occur and each one in turn reassures the trade that his company was never in better condition to handle a heavy grain traffic. Each further asserts that only a phenomenal rush will swamp his transportation facilities.

California Suffers Unjust Rate Discrimination.

Storage, milling, and cleaning-in-transit privileges on grain as enjoyed by other states were refused to the grain dealers and millers of California recently by the transcontinental railroads operating in that state. The privileges were asked for by W. E. Keller, pres. of the Globe Grain & Milling Co., on April 3, and as the result of the refusal on the part of the roads a suit was brought to eliminate discrimination.

According to Mr. Keller, Los Angeles grain dealers are compelled to pay a local rate in addition to the one paid by dealers in Salt Lake City in transporting grain from Idaho, the principal supply point for the California market. The Salt Lake men get a thru rate of 45c per hundred while Los Angeles must pay in addition from 5 to 10c local rate for shipping the product to its point of consumption. Even in the Kansas, Oklahoma and Texas territories, the railroads give a thru rate of 65c per hundred while the California man is charged 55c and in addition a 10c to 20c local rate for reshipping his product. The California dealers are subjected to discrimination in switching charges on carload shipments.

Toledo Gets Reduced Rates.

By compromise between the Toledo Produce Exchange and the railroad companies reduced rates will be put into effect Aug. 1 on grain from Toledo. The compromise has been approved by the Interstate Commerce Commission in a decision ordering the carriers to establish the following maximum rates:

	Local; all grain.	Oats.	All other grain.	All-rail reshipping all grain.
Domestic, to—				
New York	15½	14	13½	13½
Boston	17½	15½	15½	15½
Philadelphia	13½	12½	12	11½
Baltimore	12½	12	11	10½
Export, to—				
New York	12½	12	11½	11½
Boston	12½	12	11½	11½
Philadelphia	12½	11	10½	10½
Baltimore	12	11	10	10

Note 1. All grain rates subject to transit privileges of the several roads in central freight association territory over which the grain passes.

Note 2. These reshipping rates from Toledo will apply on all grain and grain products originating at points from which there are no through rates in effect, from point of origin to destination, via the route over which the grain must move.

Note 3. Baltimore rates apply to Virginia cities.

POOLING BY FARMERS of their crops is restraint of trade, under the decision of the United States Supreme Court June 22, holding the Kentucky statute permitting such pooling to be unconstitutional. The court held that the conviction of Patrick Collins, a farmer of Mason County, Kentucky, for selling his tobacco to an outsider, after agreeing to pool with the Burley Tobacco Society, a tobacco growers' organization, was invalid. Collins had been fined \$150. In substance the court found that as a result of the passage of the tobacco pooling act the Kentucky state courts held that the trust law of the state was that any combination was legal that did not enhance or depress prices above or below real value. The court held it was beyond human ingenuity to determine what was "real value" of an article under imaginary conditions.

Supply Trade

The man who does not advertise his business is a good deal like the man who throws a kiss in the dark. He knows what he is doing, but no one else does.

Chicago caller:—"Doc" King, Mgr. J. M. King & Son, North Vernon, Ind.

A. S. Sprague, formerly of Minneapolis, is now representing the Richardson Scale Co. at San Francisco, Cal.

Sidney, Ohio.—M. J. Young, traveling salesman for Philip Smith Mfg. Co., has resigned to seek the nomination for county treasurer on the Democratic ticket.

Sidney, Ohio.—Philip Smith, the founder and part owner of the Philip Smith Mfg. Co., died recently at an advanced age. The management will remain in the same hands as heretofore.

When you find that one of your advertisements is arousing considerable enthusiasm among your friends for its "novelty," you better look it over carefully and see if it has the selling qualities.

On July 1st the Federal Corn Grades will be put in force in nearly every market, and all corn must be classified more carefully if it is to be shipped across state lines by grade. The Hess Warming & Ventilating Co. has prepared the apparatus necessary to do this work accurately.

Kansas City, Mo.—H. W. Sterling, representative of the Avery Scale Co., reports the following recent sales: C. B. Cozart Grain Co., Woodward, Okla.; C. D. Jennings, Copeland and Sayre, Kans.; Oswego Seed & Grain Co., Oswego, Kans., and Gardner & Vickers, Liberal, Kans.

Enterprise, Kans.—J. B. Ehrsam & Sons Mfg. Co. reports that it is furnishing the machinery for the following elevators which are now being built: Tyrone Equity Co., Tyrone, Okla.; Stephen Clark, Ogdensburg; C. M. Clark, Iuka; J. A. Zimmerman, Sherwin, and Farmers Elevtr. Co., Assaria, Kans.

Nebraska City, Neb.—The report that the Nebraska City Mill had been sold for old lumber is incorrect. I have bot the plant and intend to enter the field as a manufacturer's agent, and as a rebuilder of milling and grain handling machinery. I will also design mills, power plants, etc.—H. D. LeFevre.

Our rumor that Burrell Engineering Const. Co. has discontinued its Des Moines office and transferred Mr. Frank C. Burrell to another office is without foundation. The company states that its efforts in trying to get the Iowa grain men to build better grain elevators is meeting with a greater success this year than last. Mr. F. C. Burrell is still in charge of the office and reports conditions in Iowa as being prosperous.

New York, N. Y.—Western Electric Co. has just published a new catalog on Western Electric Inter-phones and Supplies. This publication contains not only catalog information, but helpful suggestions as to the selection and installation of interior telephone systems. It has been issued with the hope that it will be of assistance to everyone interested in the installation of the inter-communicating telephone system. A copy of this will be sent free of charge upon request to Journal readers.

The growth of the Grain Separator Co. of Sparta, Wis., has been so rapid within the past year, it has been found necessary to move its head-quarters from Sparta, Wis., to Minneapolis, where it has recently purchased a conveniently arranged factory, which is practically new, together with ample ground to accommodate its needs for years to come. The plant is located at the corner of Winter & Cleveland Sts., Minneapolis, N. E., and all shipments after July 1st will be made from Minneapolis instead of Sparta.

St. Paul, Minn.—"Breaking the Record" is a very interesting ten page folder, with illustrations of the new Process Cleaner, manufactured by the Fosston Mfg. Co. It contains much information with regard to cleaning machinery, and every elevator operator who is in any way interested, will find it good reading. It is published in the form of a phonograph record, and to all appearances is one. It is the most attractive piece of literature we have received for some time, and the company is to be congratulated upon the happy thought. Readers of the Journal may secure a copy upon request.

ROUEN, France, received 2,819 tons of wheat from Baltimore, Md., during 1913 which is the largest amount imported by this city from the United States since 1907. The importations of grain, principally wheat and oats, from all countries increased, the total being 216,049 tons; compared with 145,384 in 1912 which amount was larger than for several preceding years. Considerable corn and some rye and barley were also imported. The imports of the past year were undoubtedly to provision the French capital. Formerly grain importation was encouraged but during the past few years the displacement by the automobile of the horse has greatly decreased the demand for feed and the slack distillery business the demand for distilling grain.

A Dump Door Operator.

The receiving capacity of an elevator equipped with dump scales often depends upon the celerity with which the weighman can accurately determine the contents of the wagons, and to get the net weight he must first open the dump door and dump the grain. Often and especially in wet weather it is difficult to open the door to the sink.

To lighten the labor of the weighman with a dump scale and to facilitate the opening of all dump doors the Barstow-Warner Co. has recently placed on the market a practical device which was perfected and tried out last year. It is known as the B. W. Dump Door Opener, a labor saver for the weary and a time saver for the patrons of the elevator on busy days.

The dump scale weighman after obtaining the gross weight can open the dump sink door, and after the grain has been dumped he can close the door and secure the tare weight without leaving the scale beam.

This device is strongly built and will outlast the elevator. The dump door is counterbalanced by a weight which can easily be changed to balance a light or a heavy weight door. A perfect mechanical device automatically locks the door when it closes, so there is no danger of the door opening unless the handle is turned. In order to eliminate the trouble usually experienced with set screws and keyseats, a square shaft with a bushed bearing is used.

The device is very easily operated and can be depended upon to do its work perfectly. It is shipped complete with detailed instructions so any elevator man can quickly install it. If you would relieve the congestion in the driveway on busy days try a Dump Door Operator and refrain from wasting time and energy in opening dump doors.



The B. W. Dump Door Operator.

Western Wheat Grades Effective July 1 at Chicago.

Beginning with July 1, wheat from Montana, Idaho and Utah, formerly known as Pacific, will be graded as "Western" wheat as the result of a conference between the grain com'te of the Chicago Board of Trade and the Illinois Public Utilities Commission on May 13. It was desired by the grain dealers for the reason that under the definite grading this grain can be delivered on contract.

The following are the grades as adopted:

RULE NO. 3—PACIFIC COAST WHEAT.

That wheat now grading No. 1, No. 2, No. 3 Pacific Coast Wheat be eliminated, and that the following grades be substituted therefor:

WESTERN RED, WHITE AND HARD WHEAT.

No. 1 Western Red Wheat shall be dry, sound, well cleaned, plump and composed of the western varieties of red wheat, and weigh not less than 59 lbs. to the measured bushel.

No. 2 Western Red Wheat shall be dry, sound, reasonably clean and composed of the western varieties of red wheat, and weigh not less than 58 lbs. to the measured bushel.

No. 3 Western Red Wheat shall be composed of all western red wheat fit for warehousing, weighing not less than 54 lbs. to the measured bushel, and not sound enough or otherwise fit for the higher grades.

No. 4 Western Red Wheat shall comprise all western red wheat fit for warehousing, but unfit for higher grades.

No. 1 Western White Wheat shall be dry, sound, well cleaned, plump and composed of the western varieties of white wheat, and weigh not less than 59 lbs. to the measured bushel.

No. 2 Western White Wheat shall be dry, sound, reasonably clean, and composed of the western varieties of white wheat, and weigh not less than 58 lbs. to the measured bushel.

No. 3 Western White Wheat shall be composed of all western white wheat fit for warehousing, weighing not less than 54 lbs. to the measured bushel, and not sound enough or otherwise fit for the higher grades.

No. 4 Western White Wheat shall comprise all western white wheat fit for warehousing, but unfit for higher grades.

No. 1 Western Hard Winter Wheat shall include all varieties of pure western hard winter wheat, sound, plump, dry, sweet

and well cleaned, and weigh not less than 61 lbs. to the measured bushel.

No. 2 Western Hard Winter Wheat shall include all varieties of western hard winter wheat of either or both light and dark colors, dry, sound, sweet and clean, and weigh not less than 59 lbs. to the measured bushel.

No. 3 Western Hard Winter Wheat shall include all varieties of western hard winter wheat of either or both light and dark colors, not clean or plump enough for No. 2, and weigh not less than 56 lbs. to the measured bushel.

No. 4 Western Hard Winter Wheat shall include all varieties of western hard winter wheat of either or both light and dark colors. It may be damp, musty or dirty, and weigh not less than 50 lbs. to the measured bushel.

Note: The grades of Western Red, White and Hard Wheat are to be applied to such wheat as is grown in the states of Montana and Idaho, and on the Pacific slope, from either spring or winter seedling, except that the grading of these varieties of wheat shall all be based definitely on actual quality and the distinctive varieties of the wheat rather than based on territory in which it originates, so that where the quality of this wheat is substantially the same as that of wheat grown in Kansas, Nebraska and other nearby states, then the grain shall be classified in accordance with the grades for red, white and hard wheat, such as is grown in more easterly territory.

WHEAT DEVELOPS a high nitrogen content best when it is planted in rows from 15 to 18 inches apart as shown in experiments by the University of Washington. George A. Olson, who was in charge of the experiments states these results are obtained when the soil is kept open, well pulverized, fertile and in a sanitary condition. The tests showed that spring sowing was about 4 per cent higher in nitrogen than the best results obtained from the fall sowing and was 31 per cent higher than wheat grown under normal field conditions.

OWENSVILLE, MO.—Very little grain is grown in this section of Missouri for shipment to outside markets, farmers preferring to raise cob corn, of which they get two crops.—G.

WE ENJOY the Grain Dealers Journal very much.—Murphy Grain Co., Lufkin, Tex.

An Echo From the Cairo Convention.



The Harmony Quartet at the Barbecue.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

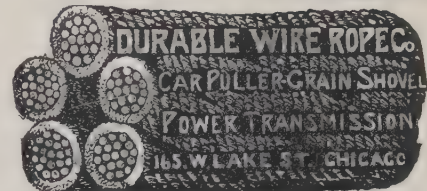
TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

4 Chippewa Ave. South Bend, Ind.



MOISTURE TESTERS



The Original Brown-Duvel
Tester for Alcohol.
Price \$32.00.

Ask us for a Free copy of the Federal Corn Grades, printed on heavy board. You'll be sure to want it or reference.

With Copper Flasks, for gasoline, gas, alcohol or electricity, or with Glass Flasks, for gas or alcohol, conforming exactly with government specifications.

Prices \$30.00 upward.

Free Booklets.
Instant Delivery.

Sieves, also, for percentages of cracked and broken corn.

HESS WARMING & VENTILATING CO.

907 Tacoma Bldg., CHICAGO

MAKERS OF
HESS DRIERS

Transit Leaks

are unknown to the grain shippers who use

Kennedy Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof.

CHEAP—MODERN—PROFITABLE

Write now for particulars

The Kennedy Car Liner & Bag Co.

SHELBYVILLE, INDIANA, U. S. A.

Supreme Court Decisions

Commission's Power to Reduce Rates.—When a local rate between points within the same state is found by the Interstate Commerce Commission to be excessive when charged as a part of a joint through rate, the commission has power to order its reduction when so used without establishing a new joint thru rate.—*Denver & R. G. R. Co. v. Baer Bros. Merc. Co.* U. S. Circuit Court of Appeals. 209 Fed. 577.

Warehousemen and Insurance.—Where warehousemen accepted malt from the owner thereof and stored same, they became his bailees, tho not aware that he was the real owner. A bailor of grain products, stored with a warehouseman, cannot recover under a fire insurance policy procured by the warehouseman, unless it appears that he intended in taking out the policy to cover the bailor's interest.—*Johnson v. Stewart.* Supreme Court of Pennsylvania. 90 Atl. 349.

State Court Has Jurisdiction Over Loss in Transit.—An action against an initial carrier to enforce liability under the Carmack amendment (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34, Stat. 593 [U. S. Comp. St. Supp. 1911, p. 1307]), to the Interstate Commerce Law (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]), for loss of goods by a connecting carrier is within the jurisdiction of a state court, and not within the exclusive jurisdiction of the federal tribunals.—*St. Louis, B. & M. Ry. Co. v. Gould.* Court of Civil Appeals of Tex. 165 S. W. 14.

Duty to Furnish Cars.—A carrier is bound to furnish cars suitable for the transportation of goods delivered to it, and, if it fails to perform such duty, it will be liable for any subsequent damage arising from the defective condition of the car, though the damage develops on the line of a connecting carrier, so that, where an initial carrier furnished a car in which fertilizers had been previously shipped for the transportation of sweet potatoes and the potatoes were damaged, both the initial carrier and the connecting carrier were primarily liable therefor.—*Lucas & Lewis v. Norfolk Southern Ry. Co.* Supreme Court of North Carolina. 80 S. E. 1076.

Misrepresentation of Seed Oats.—If the seller of oats represented that they were of a certain kind, but knowingly delivered a wholly different variety with the intention that the purchaser should receive them for the kind agreed to be delivered, the seller was guilty of actionable fraud which would support an action in the nature of deceit by the purchaser. Where one suing for damages from fraud in agreeing to sell a certain quality of seed oats and delivering a wholly different kind only owned two-thirds of the oat crop, it was error to permit him to recover the value of the loss of the whole crop; he being entitled to recover only two-thirds of that amount.—*Handy v. Roberts.* Court of Civil Appeals of Texas. 165 S. W. 27.

Contract of Sale.—Where a contract for the sale of hand-picked kidney beans provided for 7 cents off for each pound they waste per busel terms draft with B. L., payable on arrival and examination of goods, parol evidence that the beans should be paid for upon estimates of the amount of the waste and not upon the amount as determined by actual inspection is inadmissible because tending to vary the terms of the contract, and hence deductions must be made for the actual waste. Where a contract for the sale of kidney beans provided that a car load should consist of 250 bags, and that a minimum car is 40,000 pounds, a bag of beans must be construed as weighing 160 pounds.—*Wellman v. O'Connor-Martin Co.* Supreme Court of Michigan. 146 N. W. 289.

Compelling Delivery of Freight.—Injunction is the proper remedy to compel a railroad company to deliver to a shipper on a spur track the freight shipped to it, where it appears that the discontinuance of switching services to the shipper would be destructive of its business; the legal remedy being inadequate.—*Dunlap Lumber Co. v. Nashville, C. & St. L. Ry. Co.* Supreme Court of Tennessee. 165 S. W. 224.

At Owner's Risk on Private Siding.—A B/L provided that property delivered on private or other sidings shall be at the owner's risk after the cars are detached from trains. There was evidence that the shipper knew that there was no depot or agent at the destination of the shipment, and that it could only be left upon the sidetrack. Rev. St. 1911, art. 6589, requires every railroad company to erect at each place established for delivery freight suitable buildings, etc., to protect freight from damage by exposure, in default of which it shall be liable to the owner for resulting damage. Held, that the provision of the B/L was not contrary to any law, and the question of its reasonableness should be submitted to the jury; the only purpose of the statute being to protect freight from damage and exposure, so that it would not invalidate the contract of shipment.—*St. Louis Southwestern Grain Co. v. Smith Bros. Grain Co.* Court of Civil Appeals of Texas. 164 S. W. 409.

Crop Lien.—A merchant is entitled, under Civ. Code, art. 3217, to a privilege upon a crop for money and necessary supplies advanced and used for the making of it, and for money advanced and used for the purchase of such supplies, and for the payment of the necessary expenses of the plantation, and he may acquire a right of pledge upon a crop, for advances required for the making of it, by complying with the requirements of Act. No. 66 of 1874; but such rights do not operate as a mandate, under which, by virtue of a contract to which the planter is not a party, the merchant can create a privilege upon, or can pledge, the crop for the security of his debt to the party from whom he obtains the money advanced by him to the planter, and no such privilege or right of pledge can be successfully asserted as against a third person who has purchased the product, constituting such crop, from the merchant by whom the advances were made, and who acquired the same in satisfaction by his privilege.—*A. Adler & Co. v. W. D. Haas & Co.* Supreme Court of Louisiana. 64 South 490.

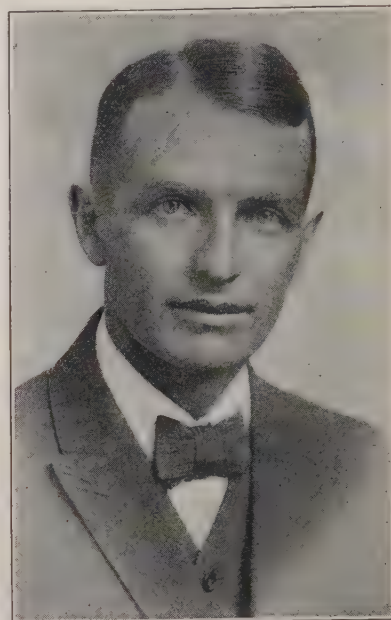
PARIS GREEN, salt and sugar mixed with bran; lead arsenate, and London purple have been used to control the spread of the cut worms in their ravages on spring wheat and other cereals in southern Alberta, according to the report of the Canadian Entomological Service. Tho the experiments have not been as extensive as might be, so far the Paris green has proved the most effective. The cutworm, found to be most destructive to the growing crops has heretofore been unknown as an economic pest. Poisoned bran was effective in some places, but in others was a failure.

Books Received

The Sea Carriage of Wheat in Bulk by H. V. Jackson, of the Department of Agriculture, New South Wales, is a record of answers to various questions relative to the quantity of grain handled, place handled, exclusive loading by steamers, regulations imposed and the construction of the vessels for this traffic. It contains in addition a copy of the Merchants Shipping Acts of 1894 and 1906 and shows that the United Kingdom receives the largest of bulk grain cargoes. *Farmers' Bulletin No. 81* Department of Agriculture, New South Wales, Australia.

New Kansas City Receiving House.

Another grain commission firm has been organized at Kansas City, to help in the great work of handling the wonderful wheat crop of the Southwest, and, judg-



Harry G. Stevenson, Kansas City.

ing from the continuous flood of optimistic reports from all sections, every Kansas City firm will be kept working nights and Sundays for the next four or five months.

The new firm will be known as the Stevenson Grain Co., and will make a specialty of handling consignments from shippers and supplying milling wheat to flour manufacturers. The head of the firm, Geo. Stevenson, is a typical western business man, of strict standards to which he rigidly adheres. He served the U. S. Gov-



George Stevenson, Kansas City, Mo.

ernment in the distribution of its \$2,000,000 crop fund.

Harry G. Stevenson, his son, will be associated with him in the business. His long experience in rates and billing will help promote the interests of customers.

Three traveling representatives are already out after business. D. B. Dyer will represent the firm in northwestern Kansas and southern Nebraska; J. M. Kendall will represent it in central and western Kansas and C. F. Adams will represent it in southern Kansas and part of Oklahoma. Its offices are located in the New England Building, and it has membership in the Board of Trade.

Kansas Dealers Will Fight Rate Discrimination.

A rate discrimination in favor of Minnesota ranging from 72c per hundred pounds on wheat to 12.45c on flour from Kansas territory to the gulf ports and eastern points respectively will be fought by the Kansas grain dealers and millers before the Interstate Commerce Commission according to the action taken at a meeting composed of representatives of the grain and milling interests and members of the state Public Utilities Commission at Hutchinson, Kan., June 13. The meeting was called by the Public Utilities Commission and was presided over by C. F. Foley, chairman of the commission. A similar meeting was held last March in Hutchinson to hear complaints regarding the inequalities of rates and Judge A. E. Helm, commerce counsel, was instructed to prepare an exhibit showing the differences.

A resolution was passed by the later meeting authorizing the Public Utilities Commission to bring suit before the Interstate Commerce Commission against the railroads operating in Kansas to the east. Action on the rates to Galveston and gulf ports will be deferred till the outcome of the first case is known. It is believed by those interested that the rates will be adjusted by the roads voluntarily if a favorable result is obtained because of the advantage that will accrue to the eastern roads.

Among those present at the meeting were A. E. Helm, of Wichita, commercial counsel for the state board; George Fleishman, rate clerk of the board; G. W. Lawrence, of Larned, secretary of the Farmers' Cooperative Elevators Ass'n; C. V. Topping, of Wichita, secretary of the Southwestern Millers' League; E. J.

Smiley, of Topeka, secretary of the Kansas Grain Dealers' Ass'n; H. M. Talcott, secretary of the Hutchinson Board of Trade; Jas. H. Sherman, secretary of the Wichita Board of Trade; J. A. Lyons, of Langdon, president of the Farmers' Grain Dealers' Ass'n; and Geo. B. Ross, state grain inspector.

Insurance Notes.

IOWA'S WORKMEN'S COMPENSATION act is valid in the opinion of Federal Judge McPherson. The act goes into effect on July 1. In his opinion Judge McPherson reviewed the growing number of accidents and deaths and the efforts on the part of the lawmakers to minimize this number. He held that about 30 per cent of the court's time is consumed with these cases and said that there was no

valid reason why the state should not prescribe a fixed amount collectible for a specified accident, as other states had done and were doing.

THE MILLERS MUTUAL CASUALTY Insurance Co. of Chicago has moved its offices from the 17th to the 20th floor in the Insurance Exchange building where it will have double the floor space. The new offices will be equipped as well as those of any other insurance company in Chicago. Another innovation will be the inauguration of an Inspection and Prevention Department on July 1. This branch of the company will be under the direction of Eugene D. Koppelman, safety engineer. Thru the new department the company expects to prevent over 75 per cent of the accidents now being met with and consequently reduce its insurance cost proportionately.

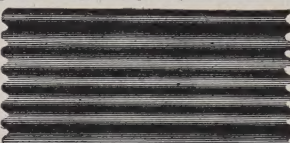
WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary
Write for Information
Regarding Short Term Grain Insurance

GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The
SYKES
Company
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

Hot Boxes

Who is to blame for the Million Dollar loss from Hot Boxes in mills and elevators in the last three years? We would like to know.

- Millers National Insurance Co.,
Chicago, Ill.
- Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.
- Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.
- Pennsylvania Millers Mutual Fire Ins. Co.,
Wilkes-Barre, Pa.
- Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.
- The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.
- Texas Millers Mutual Fire Insurance Co.,
Ft. Worth, Texas.
- Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.
- Grain Dealers National Mutual Fire Ins. Co.,
Indianapolis, Ind.

Send information to the

MUTUAL FIRE PREVENTION BUREAU
OXFORD, MICHIGAN

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

of

Luverne, Minnesota

Write Elevator and Grain Insurance on the purely Mutual Plan, with Cash Dividends Annually.

Write the Secretary
for Rates.

E. A. BROWN, Pres.
V. E. BUTLER, V.-P.

E. H. MORELAND, Sec.
B. P. ST. JOHN, Treas.

Patents Granted

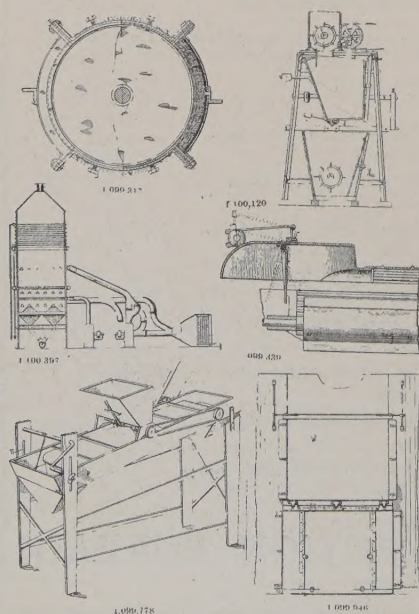
Bean-Separating Machine. No. 1,099,778. (See cut.) Edwin E. Walker, Oakley, Mich. This device is composed of a trough and a set of standards. One end of the trough works in longitudinal slots of the standards, being raised and lowered by means of a shaft with a flexible attachment. The other end of the trough is supported by brackets extending above the standards.

Grain Drying Apparatus. No. 1,100,397. (See cut.) Earl H. Reynolds, Chicago, Ill. The drier consists of a columnar grain reservoir with an inlet and an outlet for the grain and spaced orifices running longitudinally along its surface. The orifices act as gas inlets and outlets and are connected in such manner as to convey two currents of gas thru the grain in the reservoir.

Corn-Shellor. No. 1,099,339. (See cut.) Eugene Claude, Somonauk, Ill. In this sheller a shelling chamber is combined with a discharge cob port over which is arranged an outwardly swinging damper yieldingly regulating the discharge of material thru the port. An arm extending laterally and downwardly from the pivotal axis of the damper operates in connection with it, a weight in the form of a roller being arranged on this arm.

Automatic Weighing-Scale. No. 1,100,120. (See cut.) Edward D. Carter, Dallas, Tex. The scale is mounted on a support and consists of a weighing receiver over which is a feed chute and under which is a discharge receptacle. In both the chute and the discharge receptacle are wheels for the regulating of the flow of material to and from the receiver. These are propelled by the same force and at the same rate and may be adjusted to control the amount of material passed thru the receiver.

Scouring-Case. No. 1,009,317. (See cut.) Charles A. Shultz, Portland, Ore. The case comprises alternates abrading and ventilating sections, the former being made of a thin circular metal plate. The outer ends of this plate are turned out radially and perforated for receiving bolts. On its inner faces are affixed transverse ring segments of heavier metal and closures plates arranged to form a pocket in which is a mineral abradant. A reinforcing member is attached to the exterior of the abrading section.



Grain Car Door. No. 1,099,946. (See cut.) Cassius A. Snook, Fort Dodge, Ia. This door is composed of two sheet iron sections one above the other and each having angle bars extending transversely across its upper and lower edges. The bars on the upper part of lower section and of the lower part of the upper section are arranged to connect in a manner to form a hinge on which the upper section swings out. The angle bars on the upper part of the upper section are connected with guide arms.

Crop Improvement.

How TO STACK GRAIN is the title of a poster being sent out to the grain producers by the Crop Improvement Com'te Council of Grain Exchanges, Chicago, in view of the enormous wheat crop that is expected this year and of the inability of the farmers to thresh it and of the carriers to handle it.

PLUMP SEEDS which under ordinary conditions are the only ones that produce a good crop can be obtained only by carefully grading the seed to be sown. The best method is to place the seed in some place convenient for handling it, then screen and fan out all the small seed, dirt, sticks, chaff, and the like.

RATE OF SEEDING wheat depends on quality of the seed, condition of the seed bed, and the variety and time of seeding. Hard winter wheat of the Turkey variety ordinarily produces more stalks and in an ideal seed bed will require 45 pounds only for an acre while on the other hand soft wheat may require from 75 to 90 pounds per acre.

A SOIL MULCH has been found most effective in preserving the moisture in the soil for the growing corn plant. By numerous experiments it has been ascertained that the moisture is retained in the water table, and comes up to the surface where it evaporates unless prevented in some way. The mulch when spread over the surface properly prevents this evaporation and preserves the moisture.

THE HESSIAN FLY can best be combated in the fall in the raising of winter wheat. When one wheat crop is succeeded by another the field should be disced immediately after harvest and plowed within two or three weeks and this soil should be worked into a fine seed bed. The wheat should be sowed immediately after the first killing frost so that insects that escape the burning of stubble will be exposed to the winter weather.

SMUT IN WHEAT is best treated by spreading the seed out on a floor or a canvas and sprinkling it with a solution of formaldehyde until it is moist but not wet. Caution must be exercised to see that the moisture is distributed evenly. The seed thus treated can be used at once or the next day but if left longer must be shoveled till dry. Danger from this source may be occasioned by the spores flying thru the air, which fact necessitates adjoining fields being kept clean.

MORE AND BETTER WHEAT posters are still being sent into the 12 northwestern wheat producing states by the Crop Improvement Com'te, Council of Grain Exchanges, Chicago, in its effort to standardize the raising of wheat in that section of the United States. The com'te is asking that the poster be placarded in some conspicuous place. Quantities of the posters will be sent to any address in this section at 50c per 100 or \$4.50 per 1000 upon receipt of a letter to the com'te at its Chicago office.

LATE CULTIVATION is best for corn at the time that the ears are beginning to form according to experiments of experts. At this time the growing plant needs moisture badly and it is probable that the mulch has become more or less ineffective. A great deal of moisture is lost by neglect which could be saved if about once every ten days the producer would go between the rows of his corn with a one-horse harrow or drag. Such work loosens the soil and brings moisture from the sub soil. After the ears are well formed the work can be discontinued.

EARLY PLOWING as shown in a number of experiments by the Kansas experiment station brings the best results in winter wheat raising. The following are some of the yields at the different times of plowing: July 15, doubled disced, plowed Sept. 15, 7 in. deep, yield 23.57 bu.; plowed Sept. 15, 3 in. deep, yield 14.46 bu.; plowed Sept. 15, 7 in. deep, yield 15.79 bu.; plowed Aug. 15, 7 in. deep, worked Sept. 15, yield 23.62 bu.; double disced July 15, plowed Aug. 15, 7 in. deep, yield 32.68 bu.; plowed Aug. 15, 7 in. deep, yield 27.74 bu.; listed July 15, 5 in. deep, ridges split Aug. 15, yield 34.35 bu.; listed July 15, 5 in. deep, worked down, yield 35.07 bu.; plowed July 15, 3 in. deep, yield 33.46 bu.; plowed July 15, 7 in. deep, yield 38.36 bus.

Feedstuffs

THE JOHN C. ROVER FEED & Milling Co. was recently incorporated at St. Louis with a capital stock of \$35,000.

THE CANADIAN Stock Food Co., Ltd., was recently incorporated at Calgary, Alta., with a capital stock of \$250,000.

SAN FRANCISCO received 619 tons of bran during the month of May; compared with 1,569 tons during May, 1913.

MILTON C. PETERS, Omaha, Neb., has registered his stock feed with the patent authorities under the name of Arab. The feed is ground hay and various grains treated with molasses.

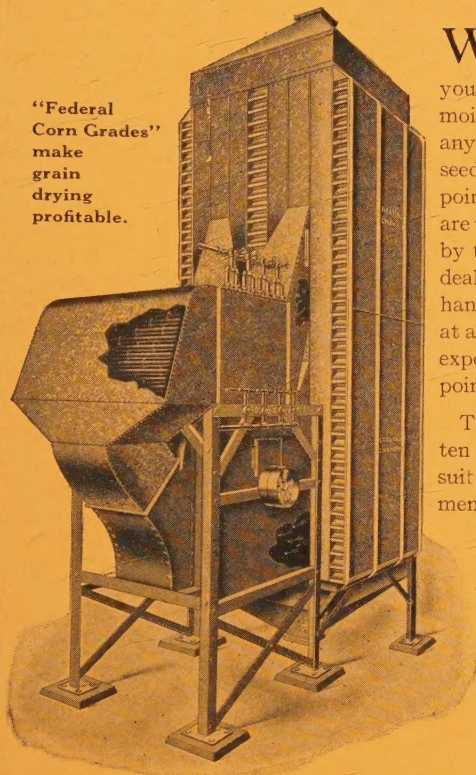
PEORIA received during the month of May 3,952 tons of mill feeds and shipped during the same time 7,741 tons; compared with 5,832 tons received and 8,912 tons shipped for the same month in 1913.

THE EFFECTIVE date of food inspection decision No. 153 amendatory of regulation 9 which relates to guarantees by wholesalers, jobbers, manufacturers and others in the United States has been changed from May 5, 1914 to May 1, 1916. The bulletin announcing the change was issued from the Department of Agriculture May 29.

A GRAIN SHIPMENT from Nashville, Tenn., to Queen City Grain Co., of Gadsden, Ala., was found to be "rotten" upon arrival at its destination and a writ of seizure was issued on the ground that the pure food law had been violated. The Queen City Grain Co. was named as the defendant in the case tho it is admitted by the government agent that the company is blameless.

I COULD not be in the grain business without the Grain Dealers Journal as I have learned some excellent lessons from the experiences of others through its columns.—C. I. Evilsizer, Urbana, O.

Federal Corn Grades Take Effect July 1



"Federal Corn Grades" make grain drying profitable.

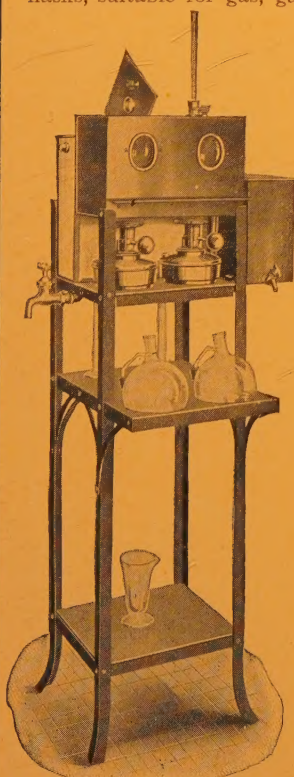
WITH a HESS GRAIN DRIER you can reduce the moisture content of any kind of grain or seed to any desired point. Hess Driers are used everywhere by the largest grain dealers; by the grain handling railroads; at all points of grain export; and at many points abroad.

They are made in ten regular sizes, to suit any requirements, from the smallest mill to the largest export elevator.

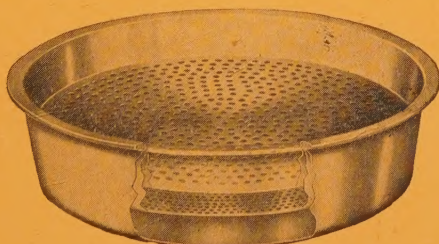
Ask for separate booklet.

THE ORIGINAL BROWN-DUVEL MOISTURE TESTER, with glass flasks, for gas, alcohol or gasoline; made in three sizes, two, four or six flasks. Prices, \$30.00 upward. The Original Brown-Duvel Tester conforms exactly with the requirements of Circular 72 described in paragraph 11 of the Federal Corn Grades.

The Hess Improved Moisture Tester (Brown-Duvel patent) with copper flasks, suitable for gas, gasoline, alcohol or electricity. Will test any kind of grain or seed, flour or ground feed. The use of copper flasks is economical, doing away with considerable breakage, incident to the use of glass. Fully guaranteed.



"Federal Corn Grades" make the moisture test compulsory



"Federal Corn Grades" require you to test corn samples for dirt, etc.

CORN SIEVES

THESE corn sieves comply with the Government requirements (see paragraphs 8 and 9, Federal Corn Grades) and consist of an upper sieve with $\frac{1}{2}$ inch holes, a lower sieve with $\frac{9}{64}$ inch holes, and a solid bottom pan. All nest together so three separations may be made with one operation. Each section is one seamless piece of spun metal, finished in the best possible manner; prices f. o. b. cars Chicago.

13 $\frac{1}{2}$ inch brass sieves	\$4.50 per set
13 $\frac{1}{2}$ inch steel sieves	3.50 per set
10 inch brass sieves	3.25 per set
10 inch aluminum sieves	3.00 per set
10 inch steel sieves	2.75 per set

A discount of 10% is allowed on orders of 12 or more in one shipment.

Hess Warming & Ventilating Co.

907 Tacoma Building

Chicago, Ill.

Send for Free Copies of Federal Corn Grades—Placard or Celluloid Pocket Size

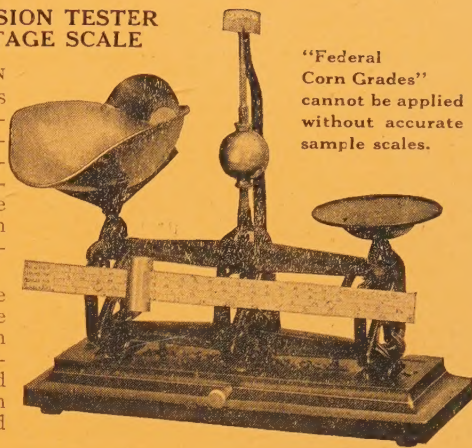
THE NEW TORSION TESTER AND PERCENTAGE SCALE

THE TORSION BALANCE is used and recommended by the Department of Agriculture, and is sensitive to 1/30th of one gram. The beam indicates four measures as follows:

1. The percentage required by the Federal Corn Grades, for measuring cracked corn, foreign matter and damaged corn.
2. Grams, metric weight.
3. Ounces, avoirdupois.
4. Weights, per bushel, of all kinds grain. Price \$17.50 f. o. b. cars Chicago.

A separate measure for measuring grain to determine the weight per bushel is supplied on request, at an additional charge of \$1.25.

We sell also the Torsion Balance for use with the moisture tester only, price \$17.50 f. o. b. cars Chicago; a fine special laboratory balance, made for us by Fairbanks, Morse & Co., for moisture tester use only, for \$15.00 f. o. b. cars Chicago; a Trip Balance for moisture tests only, price \$7.50. The last mentioned three scales include scoops and metric weights.

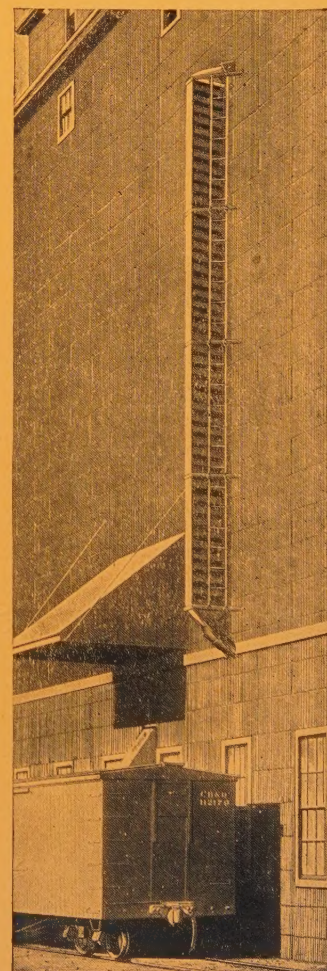


"Federal Corn Grades" cannot be applied without accurate sample scales.

THE HESS OUT-DOOR GRAIN CONDITIONER

is attached to the outside of your mill or elevator. It will cool heating grain, sweeten musty or fermenting grain, cleanse and brighten dusty and dull grain, and improve the quality generally. It operates by concentration of the wind upon the grain while it is stirred and moved by gravity. No heat, no fans nor other machinery are required, and it takes up no space in your elevator. We furnish it in various sizes to meet any requirements.

The complete equipment costs \$75.00 and upward according to length. It will repay its cost many times in a single season, in improvement of grain passed through it.



"Federal Corn Grades" penalize you for dust and musty odors.



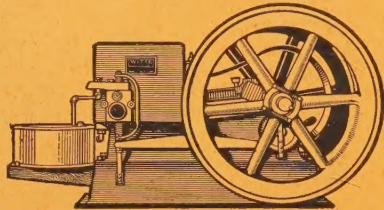
Get My Latest Engine Offer

Let a WITTE earn its own cost while you pay for it. Take full 60 days' Free Trial to prove its big value.

Five - Year Guaranty

I unqualifiedly guarantee every WITTE engine for five years against defects, and consequent faulty operation. I carry the risk, as I have done for my thousands of customers during 27 years.

Ed. H. Witte.



WITTE Engines

Kerosene, Gasoline, Distillate, Gas

All styles 2½ to 22 H. P. Used and recommended by elevator, mill, and factory men all over the earth. All my life I have been a shop man, making my own engines. I sell only what I make. That is why, for 27 years, WITTE engines have always made good.

Look at These Prices!

3 H.P.	\$99.35
8 H.P.	139.65
12 H.P.	219.90
16 H.P.	298.80

Other sizes proportionately low. WRITE FOR MY FREE BOOK, and all about my New Liberal Offer BEFORE you arrange to try any engine. I save you money, besides giving you the easiest chance to get the best engine service. Write me to show you.

ED. H. WITTE, Witte Iron Works Co.
2159 Oakland Ave. Kansas City, Mo.

WELLER-MADE

The Foremost Line of Elevating, Conveying and Power Transmitting Machinery in America



Weller Cold Rolled Screw Conveyor

possesses strength and wearing qualities that cannot possibly be obtained by any other method of manufacture.

Elevator

Buckets



All kinds and Descriptions

Most modern mills use WELLER MADE Machinery, many being equipped throughout

We specialize on machinery for **ELEVATORS and MILLS** send us your specifications

Weller Mfg. Co., Chicago

New York 50 Church St. St. Louis 520 Victoria Bldg. Dallas 711 Main St.

BUFFALO, N. Y.

As for SERVICE—
Well—Try it
It's Guaranteed Good

URMSTON-HARTING GRAIN COMPANY

INDIANAPOLIS, IND.

THE INSISTENT POLICY

Of this company to produce the highest class grain drier and cooler in the United States has created a rapidly increasing demand by mills—large and small. The following characteristics of the **ELLIS DRIER** have appealed to purchasers of high grade machinery.

DOUBLE PRESSURE AIR APPLICATION	
CONTINUOUS FEED	WOVEN WIRE CLOTH CONSTRUCTION
RETURN AIR SYSTEM	THIN GRAIN LAYERS
EXCEPTIONAL COMPACTNESS	

GRAIN
DRIERS

THE ELLIS DRIER CO.
Postal Telegraph Building
CHICAGO

OAT
BLEACHERS

SPECIFY THE ELLIS: It will NOT blister, crack, or discolor the grain.



BUY DUST
COLLECTORS
MADE ES-
PECIALLY FOR
YOUR SERVICE

Every elevator needs its special dust collecting plant. No two are alike and no ready made system will do the work right.

DAY DUST COLLECTORS

are made to order to fit the needs of the plant. That's why they are better, give better results—and they save power.

THE DAY COMPANY
1122 Yale Place, Minneapolis, Minn.